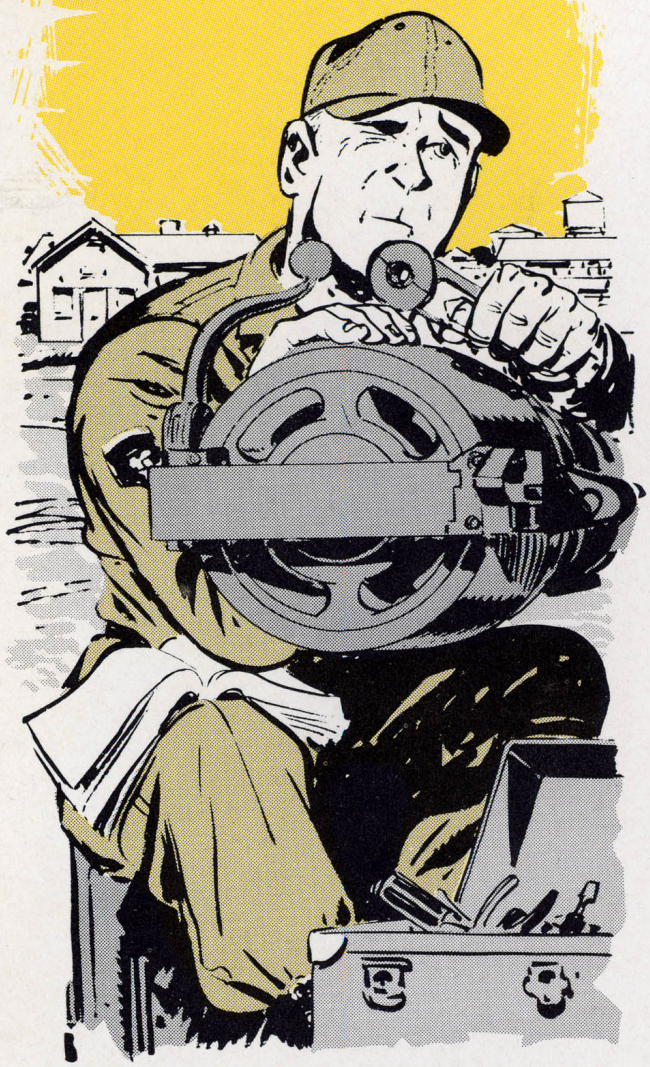
Issue 151
PS
1965 Series
THE PREVENTIVE MAINTENANCE MONTHLY
MAINTENANCE SUPPORT CO.
@A!!# ANOTHER ONE!!
HEY! HERE'S ONE MORE... YOU GUYS GOT IT MADE... THIS LOAD WAS ALL MINOR REPAIRS.
JONES
PLEASE RE-ADJUST TUNING-KNOB... THANKS.
BONK!
Will Eisner

HOLD ONE!



Stop a minute.

Think.

Why do you have to keep your Army equipment maintained right?

Ask around your outfit and you'll get lots of answers from different guys. Most will make right good sense, too.

Soldiers know that a Modern Army has to have two things before it can fight and win: Men and Equipment. Both must be in good shape . . . ready for combat.

You and the other men in your unit are in good shape. You keep physically fit, and you get plenty of training on how to use your weapons and other gear and how to do your part in various tactical operations. So, physically and mentally you're sharp.

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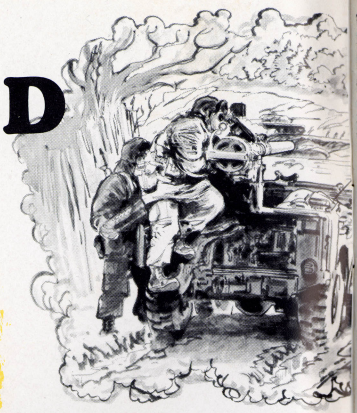

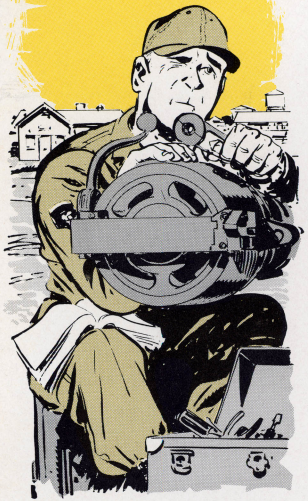

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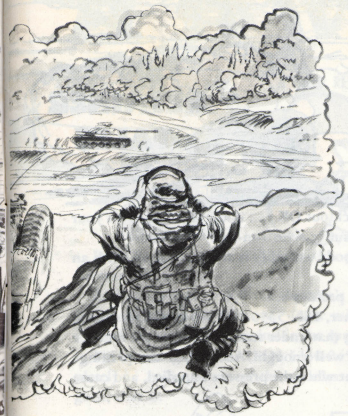

Now, your equipment. A winning outfit is one that can shoot, move and communicate. Your weapon won't be much good with a busted firing pin. You won't move far very fast with only your feet; besides how would you get heavy equipment, fuel, ammo and commo gear where it has to be? And you won't get the word up or down the line if the radios and telephones conk out. So, you see, it takes top-notch men and top-notch equipment to make a fighting outfit.

The kind of operation and maintenance you do on your equipment will tell if you win or lose.

So, stop a minute. Think.

Will the operation and maintenance you do now keep you going in combat?

PS

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THE **PREVENTIVE MAINTENANCE** MONTHLY

Issue No. 151 1965 Series

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Sgt. Half-Mast,
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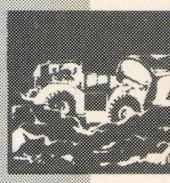

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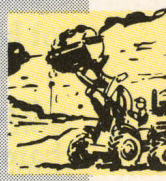

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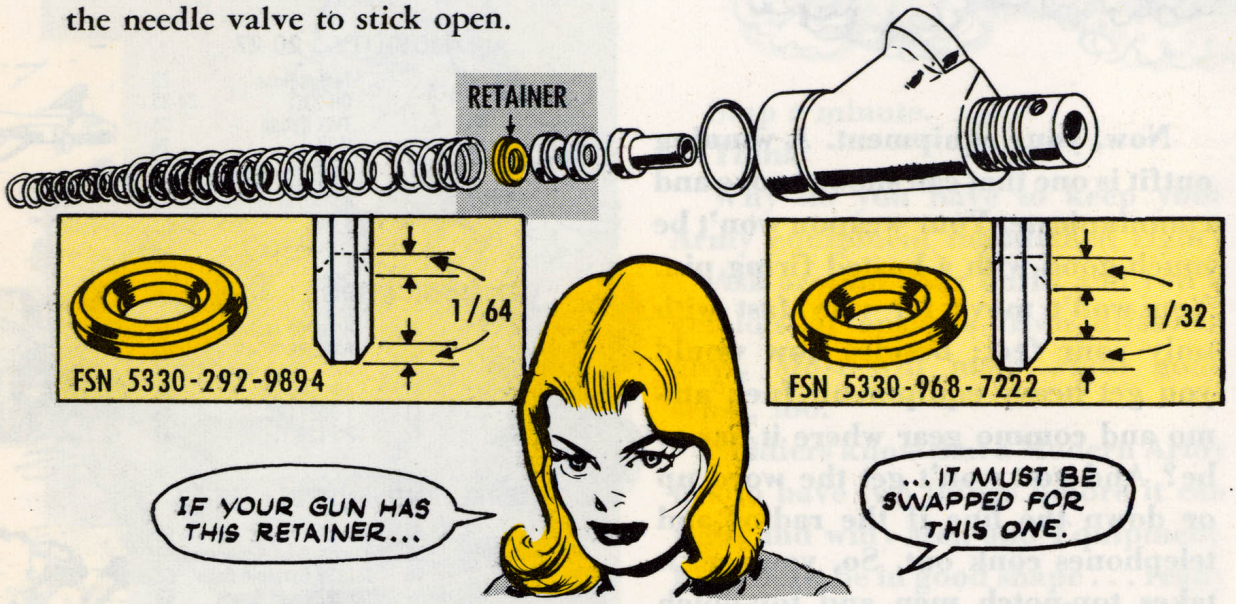
Even when everything seems to check out OK . . . does the M7 gun on your M2A1-7 portable flame thrower still suffer with run-away problems?

Well, could be its barrel-and-inlet body assembly is stuck . . . stuck with an out-dated packing retainer.

Here's why you can suspect retainer problems:

Your gun could have packing retainer, FSN 5330-292-9894, which is being washed out of the system. Reason being that under some conditions the retainer doesn't support the molded packings well enough. And, when the packings aren't held firmly in place they can cant when the pressure's applied, and cause the needle valve to stick open.



The latter retainer works a lot better, but it must be installed right. It's chamfered on both sides, but the widths of the chamfer are different. You have to know that the side with the wider chamfer faces the packings. When the packings and the retainer are assembled you can easily see that only the wider chamfered opening (approx 1/32-in wide) will let the retainer seat properly in the nested, molded packings.

If this retainer is installed backwards the packings won't be properly supported, and they'll jam up the works when you apply the pressure.

FIRE

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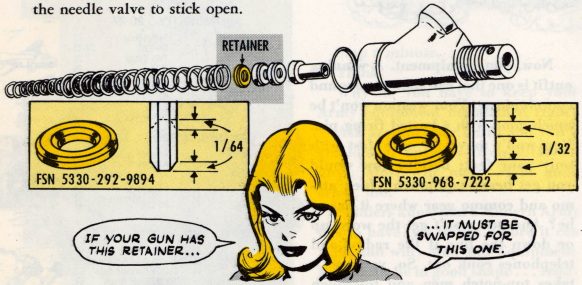

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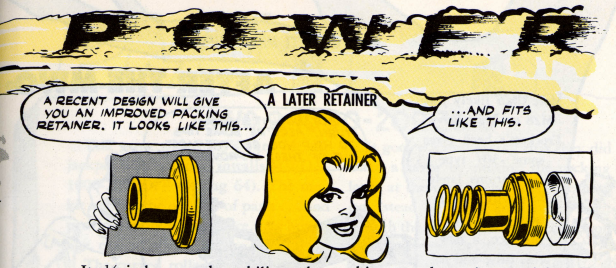
POWER



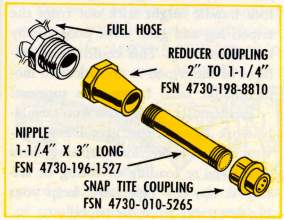
Its ¼-in-long neck stabilizes the packings . . . keeps 'em straight when pressure is applied.

And, too, when your flame thrower's gun has this retainer, installation problems will be out the window. 'Cause with its distinct design, all you have to do is check that its neck rides inside the springs.

This packing retainer (FSN 5330-045-1990) will eventually take over completely . . . when stocks of the neck-less retainer (FSN 5330-968-7222) are all gone, that is.

FEEDING A DRAGON LADY

Sure an M4 service unit'll feed your M132 (10-8) self-propelled flame thrower. But, before you sidle up for service, be sure the M4 carries the special fuel and air hose connectors it needs to service the M132's, M10-8 flame thrower system.



The M4's standard hose connector fittings (used for servicing the M7A1-6 SP flame thrower) must be swapped for feeding the M132.

Without these new fuel and air hose connector fittings, an M4 service unit cannot . . . repeat cannot . . . service your new self-propelled flame thrower.

The fittings are available through normal supply channels, and they'll be stashed in the service unit's accessories box . . . just waiting for you to call.

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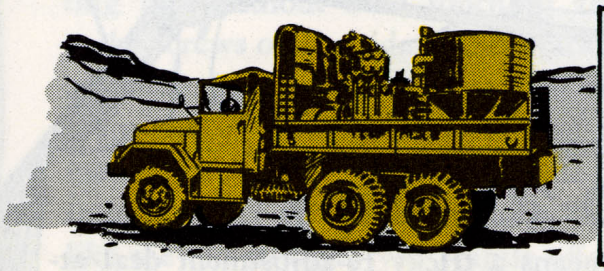

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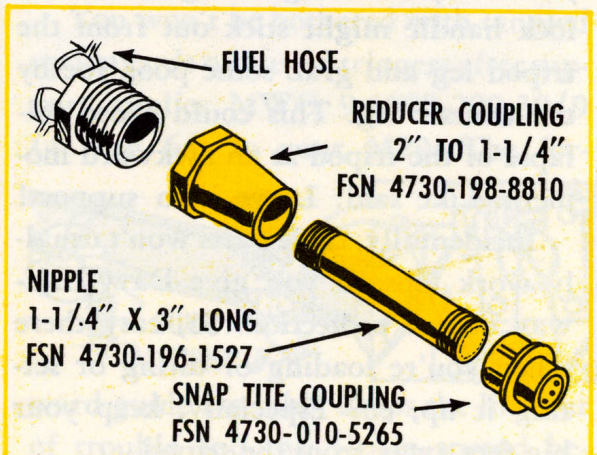

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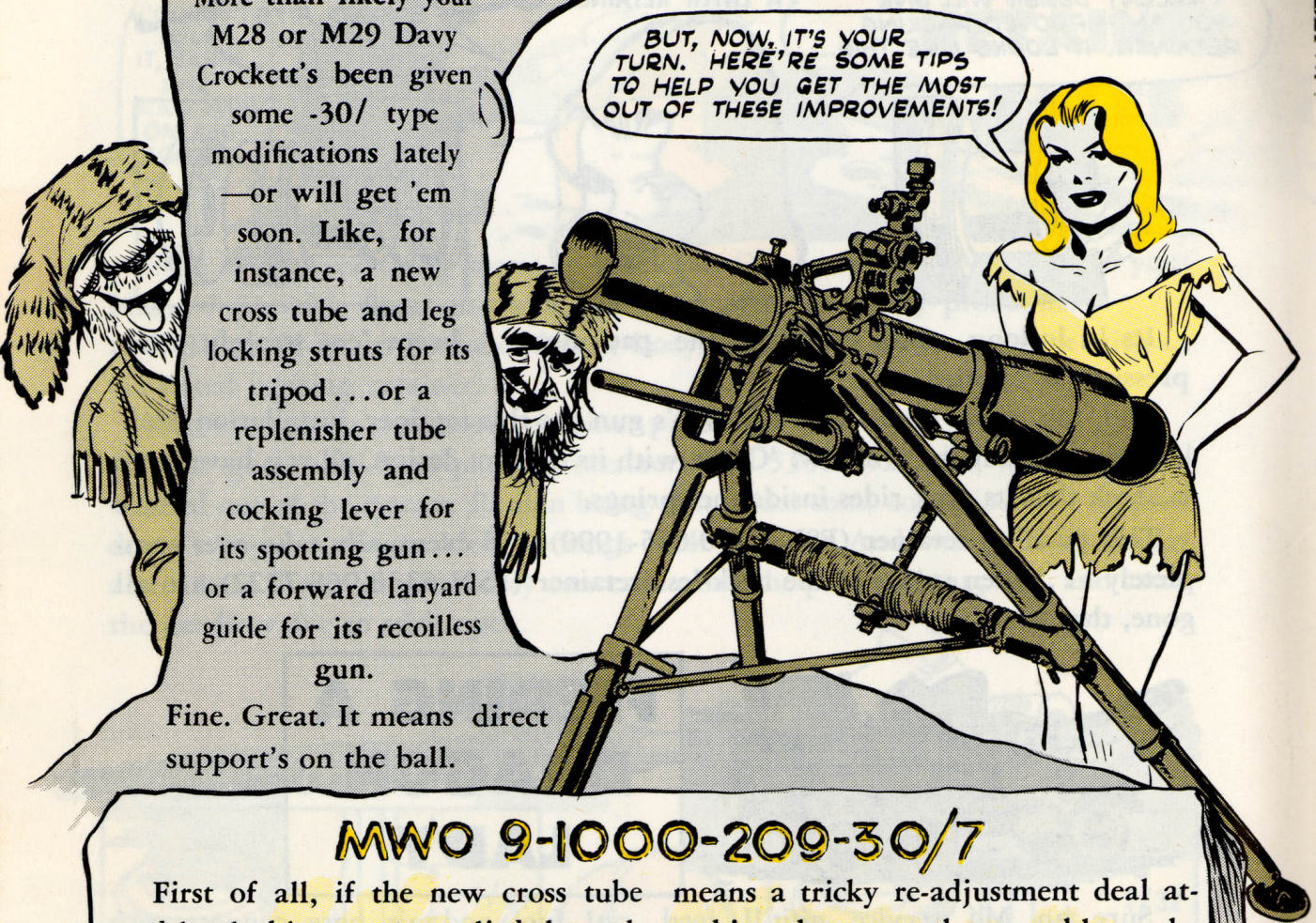
DAVY CROCKETT MAINTAINEERS:

AFTER-THE-MWO

More than likely your M28 or M29 Davy Crockett's been given some -30/ type modifications lately —or will get 'em soon. Like, for instance, a new cross tube and leg locking struts for its tripod . . . or a replenisher tube assembly and cocking lever for its spotting gun . . . or a forward lanyard guide for its recoilless gun.

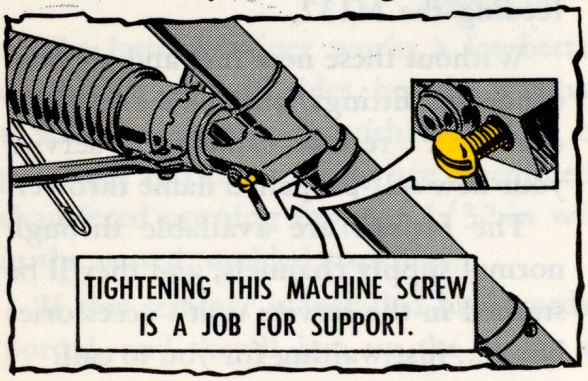
Fine. Great. It means direct support's on the ball.



MWO 9-1000-209-30/7

First of all, if the new cross tube and leg locking struts applied through MWO 9-1000-209-30/7 (22 Jul 64) to your M28 should happen to work loose, don't try to tighten it. That's strictly a job for support.

Here's why: If one gets loose it means a tricky re-adjustment deal attaching the cross-tube assembly to the rear tripod leg with a ⅜ x 1½-in machine screw. Unless this screw's adjusted to just the right height, the cam lock handle might stick out from the tripod leg and grab some poor Joe by the trouser leg. This could cause collapse of the tripod at an awkward moment. Like said: Leave it to support!



Incidentally, these parts won't usually work loose if you give Davy halfway decent protection. So, easy there when you're loading or toting or setting it up, eh? Especially, keep your big feet away from the tripod.

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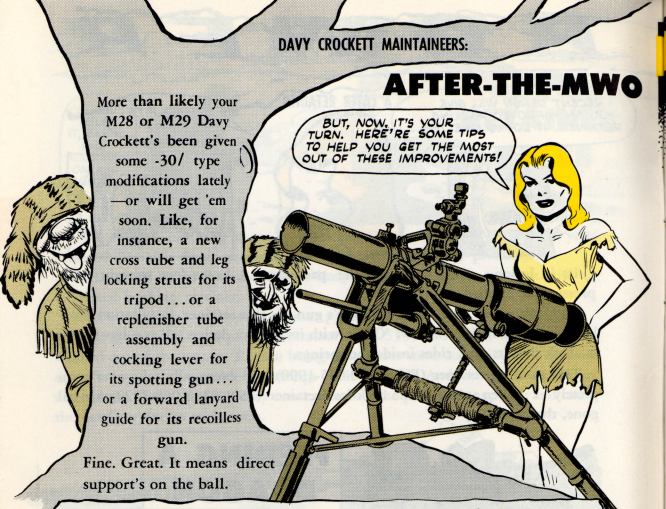

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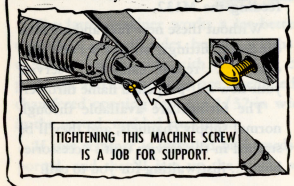
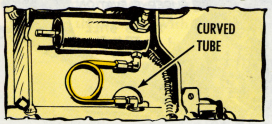


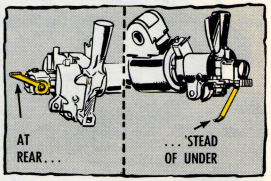
MWO 9-1000-209-30/8

You guys with M29's sure hit the jackpot when support installs MWO 9-1000-209-30/8 (4 Aug 64). The mod kit reduces the number of parts . . . and provides more convenience, less breakage, easier cocking, and so on.

The curved rolled replenisher tube, f'rinstance, lets you boresight the spotting gun without even touching any pesky screws on the side of the bracket assembly. In fact, lockscrews now replace the screws you used to have to loosen. The new curved tube's made of stainless steel which flexes easy—not like the old straight-type fragile offset aluminum tube that often cracked or broke before it'd cooperate.



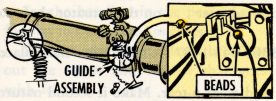
It goes without saying that they did Davy a favor by putting the cocking lever at the rear of the firing mechanism 'stead of down under. But, even though the lever's better protected, you still have to be mighty careful about dropping Davy.



The MWO also re-tapped the drain hole in the outer tube—but don't you worry your handsome head about this. It's still support's job to remove the plug when draining the recoil oil from the recoil cylinder during PM on the recoil assembly.

MWO 9-1000-209-30/9

You won't be bothered with tangled up lanyards or busted triggers after support applies MWO 9-1000-209-30/9 (4 Aug 64) to your M29. The forward guide assembly keeps the line out of trouble and the 3½-in spread between the beads on the rear of the lanyard guide allows enough snap during recoil of the spotting gun.



Just you be sure, though, that there's a 3½-in space between the beads. If not, get yourself a new lanyard with FSN 1010-885-5743.

Yep, Davy's an easier guy to get along with after he's been MWO'd. Try to keep him happy by taking care of his new parts.

...PM!!

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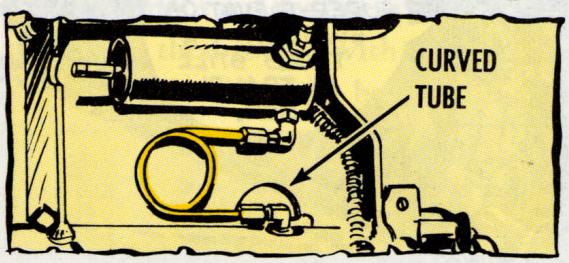

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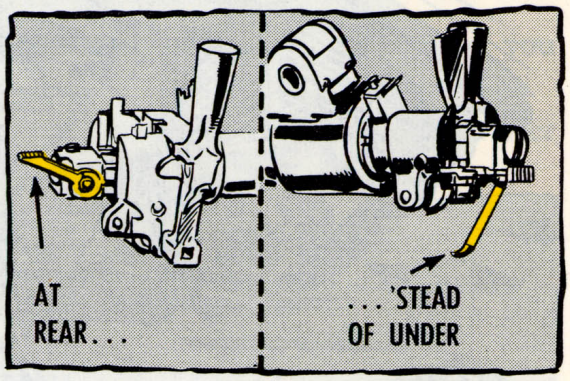

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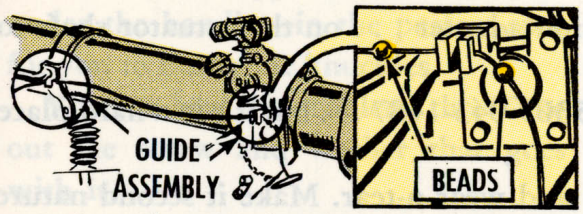
You won't be bothered with tangled up lanyards or busted triggers after support applies MWO 9-1000-209-30/9 (4 Aug 64) to your M29. The forward guide assembly keeps the line out of trouble and the 3½-in spread between the beads on the rear of the lanyard guide allows enough snap during recoil of the spotting gun.

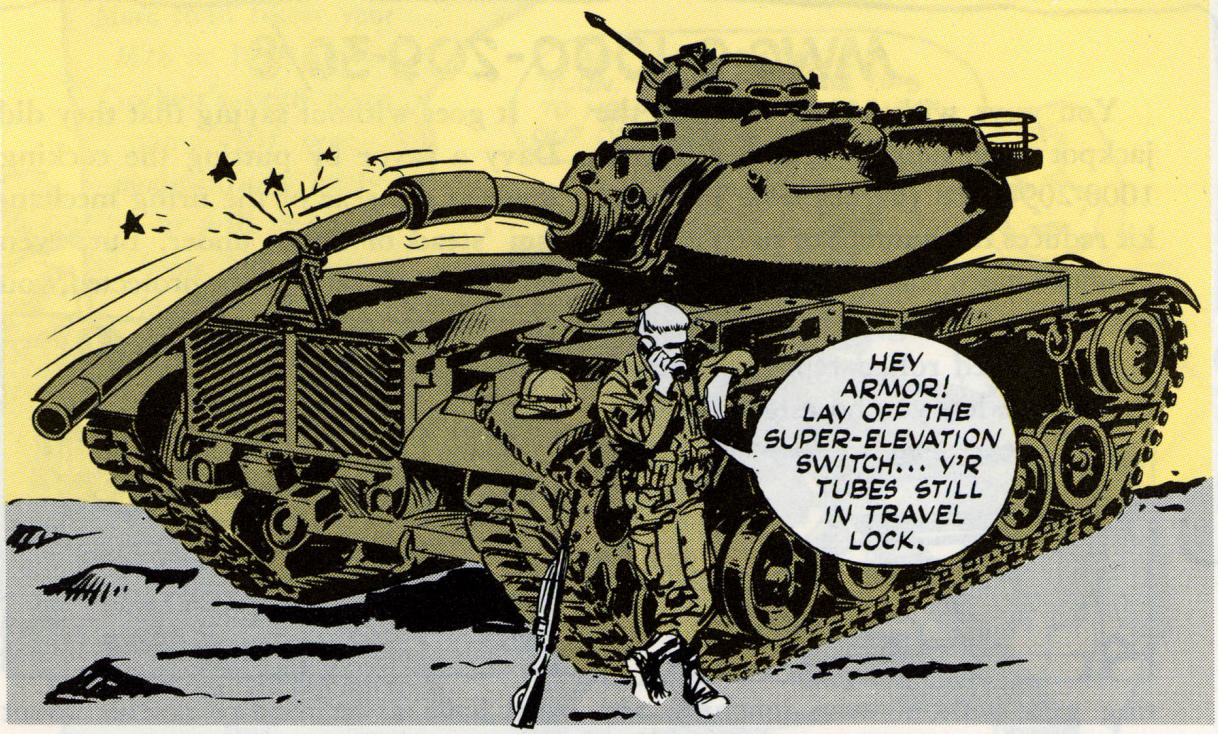


Just you be sure, though, that there's a 3½-in space between the beads. If not, get yourself a new lanyard with FSN 1010-885-5743.

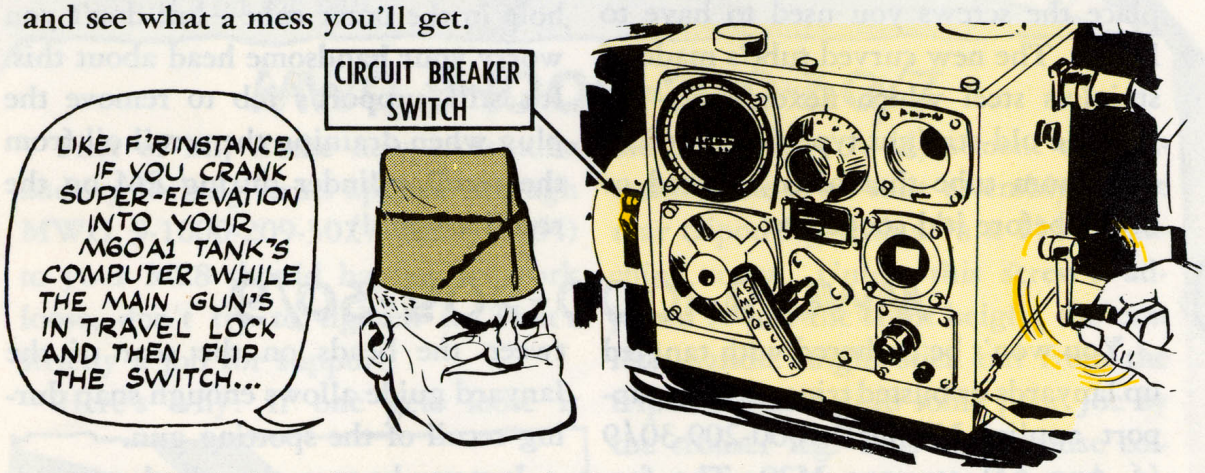
Yep, Davy's an easier guy to get along with after he's been MWO'd. Try to keep him happy by taking care of his new parts.

M60A1 TANK GUNNERS...

YES/NO = NO/GO



Sure, any gal may say nay and mean yea and get away with it. But, gunner, ol'boy, just you try saying go and whoa at the same time to a mechanical critter and see what a mess you'll get.



Something's bound to give. And nine times out of 10 it'll mean a busted capscrew in the main gun super-elevation adapter . . . on the actuator shaft to the flexible shaft from the computer.

Yeah, it's only a capscrew . . . FSN 5305-043-1487 . . . but it's in a hard place to get at.

So, save yourself some gosh-n-swear and wear-n-tear. Make it second nature to check first to see that the main gun's not fastened down before you try that super-elevation bit.

NEXT BEST THING

Dear Half-Mast,

Our outfit has graphical firing scales for the towed 155-mm howitzer, which would be all right except for the fact that we do our shooting with the M109 SP 155-mm howitzer. And we can't latch on to any scoop that'll tell us how to get the scales we need.

What say you?

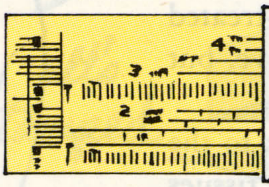
CWO W. E. B.

Dear Mr. W. E. B.,

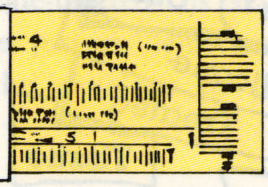
I say that you and other M109 shooters are in the same fix, but it's one you can get out of thusly:

As a temporary deal get paper scales that can be glued on the towed howitzer scales and then coated with plastic spray.

The paper scales can be had for the asking by writing to:



Commandant
US Army Artillery & Missile School
ATTN: Graphics Br, R&A Div
Fort Sill, Oklahoma 73504



The regular scales will show up in the supply system soon.

Half-Mast

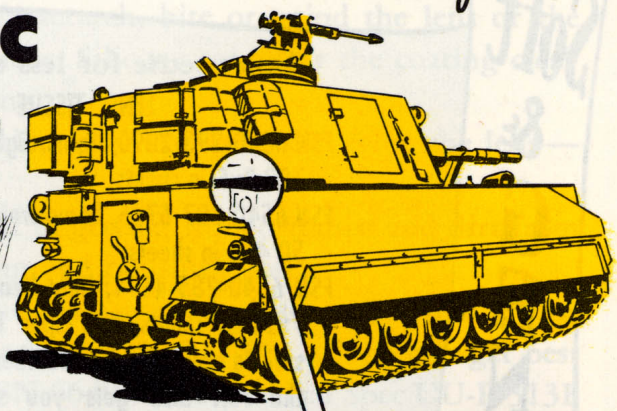
MEDIC

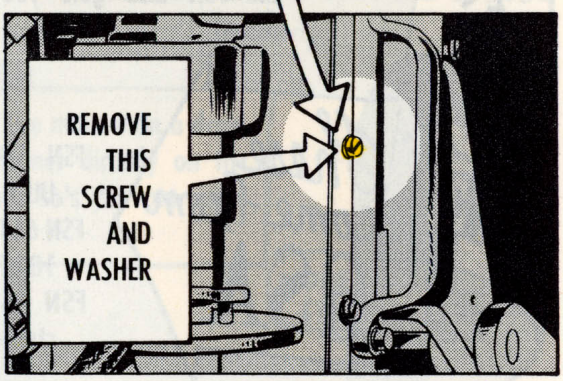
No matter what you say after you've done it, you sure can skin your knuckles when operating the rammer tray in your M109 SP 155-mm howitzer.

There just happens to be a screw under the handle—in the perfect spot for you to bust your knuckles.

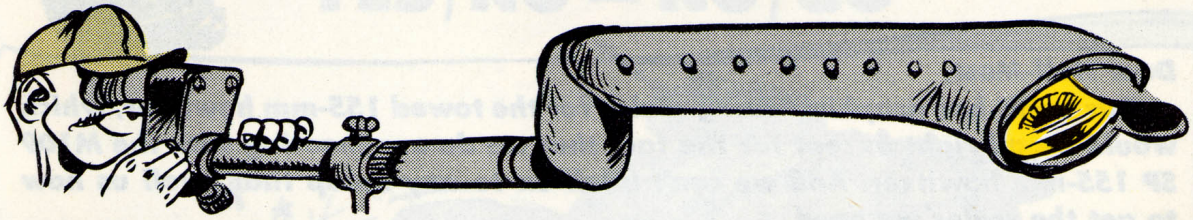
You can beat the problem, tho. Take out the screw and washer that goes with it.

Howitzers that'll be hitting the field will be minus the screw and washer.



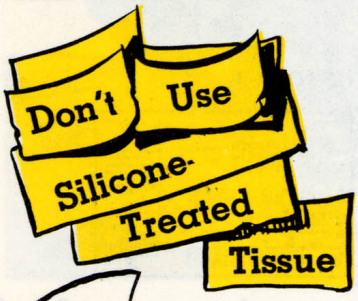


The ISSUE TISSUE'S *the Issue,*



Keeping a camera lens polished and dirt-free so's to get sharp, clear pictures is a must. You know it. The same's true for a good view in fire-control equipment.

The way you do that preventive maintenance chore is real important. The wrong way can put your lens right out of the picture. And maybe you, too.



What you never use on the lens of a camera, projector, binoculars, gunsight or what-have-you is a silicone-treated lens tissue. Silicone is an abrasive, but there's more on that later.

The big point here is to stick to the lens tissue. Eyeglass and other tissues can do more harm than good.

Soft & GENTLE

Don't settle for less than these:

LENS, TISSUE

FSN 6640-393-2090, lightweight, 100 3x5-in sheets

FSN 6540-597-6745, heavyweight, 50 4x6-in sheets

FSN 6540-285-4694, light-heavyweight, 100 7x11-in sheets, Fed Spec UU-P-313E (Be sure to have the spec number here, because the FSN also gets you silicone-treated tissue)

These come from GSA

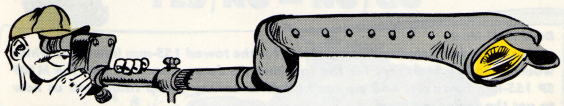
LENS, PAPER

FSN 6640-559-1385, lightweight, Fed Spec UU-P-313E, Type V, 100 7x11-in sheets

FSN 6640-559-1384, heavyweight, 100 7x11-in sheets

FSN 6640-285-4694, heavyweight, wet-strength, 100 7x11-in sheets

The ISSUE TISSUE'S the Issue,



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Don't Use Silicone-Treated Tissue

What you never use on the lens of a camera, projector, binoculars, gunsight or what-have-you is a silicone-treated lens tissue. Silicone is an abrasive, but there's more on that later.

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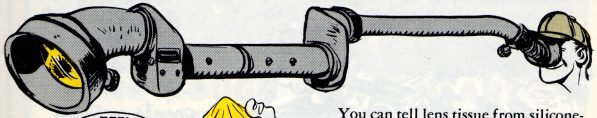
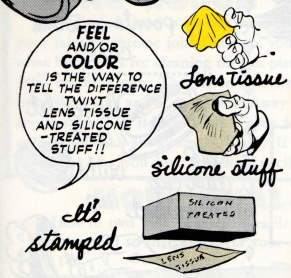
So... Please Don't Scratch Your Glass





You can tell lens tissue from silicone-treated tissue by feel, or, in most cases, with a glance. Lens tissue is soft and white or cream-colored. Most silicone-treated stuff has a blue or purple tint and a brittle, polished surface. Some of the silicone paper is white, so brittleness is the clue.

Also, "silicone-treated" is stamped on the package, just as "lens tissue" is stamped on the envelope or pad it comes in.

NO SCRATCH, BITE OR GRIND . . .

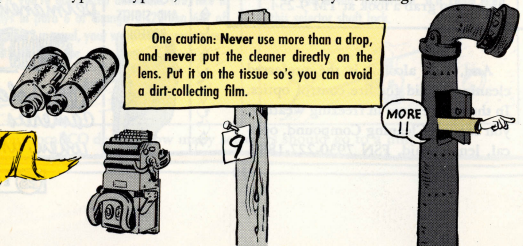
The soft, absorbent lens tissue won't scratch, bite or grind the lens or the coating of magnesium fluoride on the lens. Silicone can wear the coating clear off and scratch or wear the uncoated lens.

But first, before you use the tissue, blow the dust, grit, etc. from the lens—with a syringe if you have it.

A fine camel's hair brush works great in getting stubborn dust and dirt from a lens. The tissue is for the big cleaning and polishing job.

If you get a tough smudge, the tissue may even need an assist from a lens cleaner such as FSN 6750-408-5175 or FSN 6750-737-0811. You can get best results from the cleaner with tissue FSN 6640-559-1385, Fed Spec UU-P-313E Type IV or Type V. Types I, II and III are for "dry" cleaning.

One caution: Never use more than a drop, and never put the cleaner directly on the lens. Put it on the tissue so's you can avoid a dirt-collecting film.



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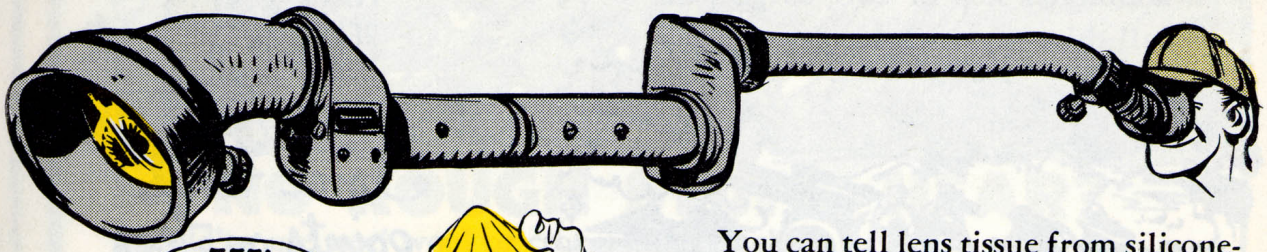
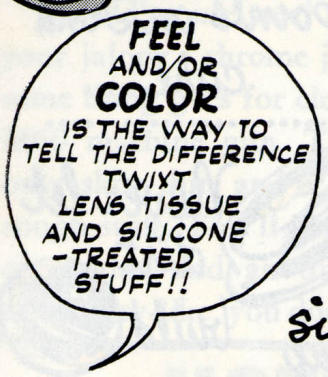
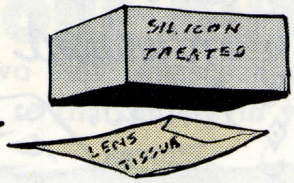




It's stamped



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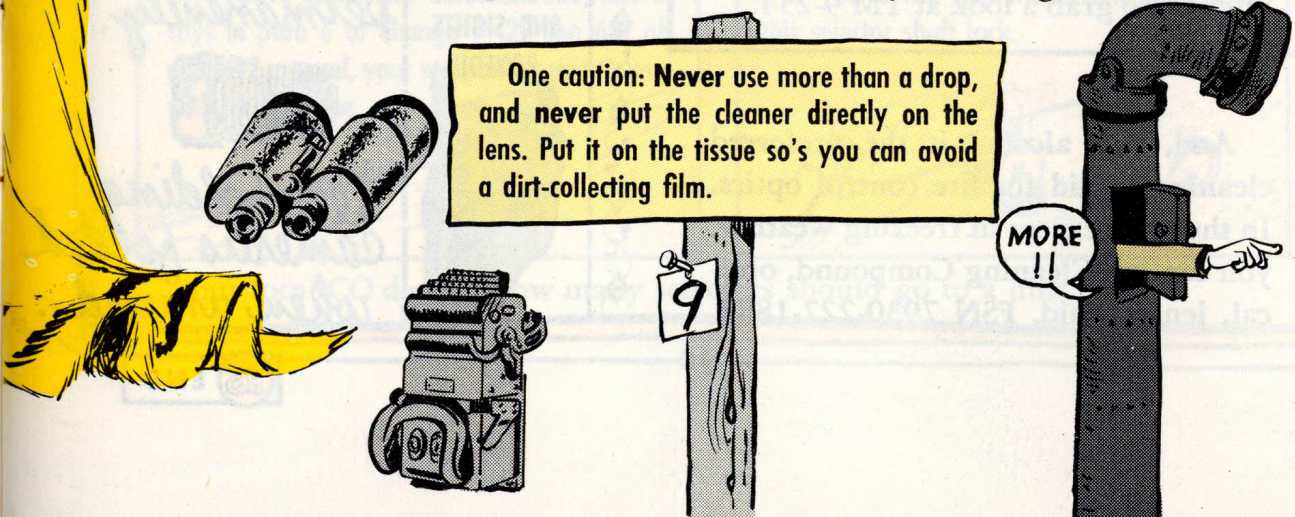


FIRE CONTROL OPTICS

Fire control equipment lenses call for an additional step or two, so peel an eyeball thisaway a while.

1st

First, don't forget to add that Fed Spec number on tissue FSN 6540-285-4694 and elsewhere as mentioned, so's you don't get the silicones.

2nd

Also, on fire control stuff, the wheels like tissue FSN 6640-559-1385, UU-P-313E, type V for best results.

Also

As for tissue FSN 6640-559-1384, use it when you can't get cotton for those stubborn films and stains. You might also grab a look at TM 9-254.

And, Joe, alcohol is the preferred cleaning liquid for fire control optics. In the field, except in freezing weather, you can use Cleaning Compound, optical, lens, liquid, FSN 7930-227-1887.

GET YOUR PENCIL READY

Some final points on Lens care...

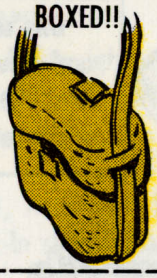
Keep dust cap on unused lenses.

Never let dirt build up.

Once in a while give it a wiping with a tissue.

Don't use your fingers on lens glass... oil from your fingers could stain permanently.

KEEP "GLASSES," CAMERAS AND SIGHTS BOXED!!



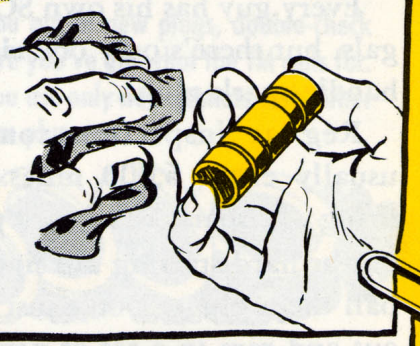
Keep folding cameras folded when unused.

END

SMALL ARMS TIPS

NO ROUGH STUFF, HEAR?

Would'ya use steel wool or crocus cloth to clean your jalopy's chrome job? Heck no, you say. Well, same thing goes for cleaning the gas piston on your M60 machine gun. The piston's chrome plating's only skin thin and'll soon wear away if you use rough stuff. This'll leave it wide open for a case of corrosion—and an untimely death. If the piston slides easy-like, you don't even have to clean it a-tall.



MORE DUAL-DUTY ITEMS

Here're two more interchangeable parts for the M1 and M14 rifle that you can add to that pin-up in your arms room . . . the one published in PS 145.

EXTRACTOR,
Cartridge
FSN 1005-554-6003
(5546003)

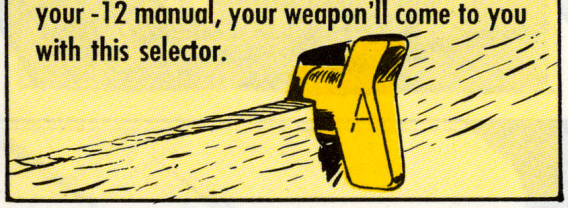
PIN, Straight-headed,
Trigger
FSN 5315-501-3669
(5013669)

Like all the other items on the pin-up, you'll find the M1 parts in TM 9-1005-222-12P/2 (21 Aug 61) and the M14 parts in TM 9-1005-223-20P (16 Mar 62).

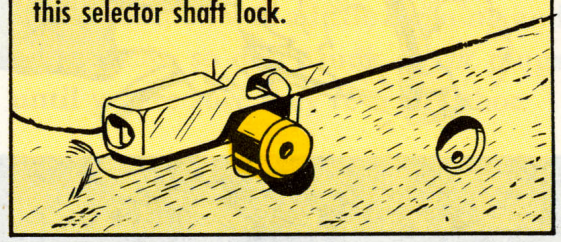
YOUR CO DECIDES

Been wondering about the selector lock (FSN 1005-856-7587) of your M14 rifle's -20P manual? Forget it. Ain't no such animal — and never was.

If you're authorized automatic fire, like it says in para 6 of Change 1 (22 Jan 64) of your -12 manual, your weapon'll come to you with this selector.



If you're not authorized, it'll come with this selector shaft lock.



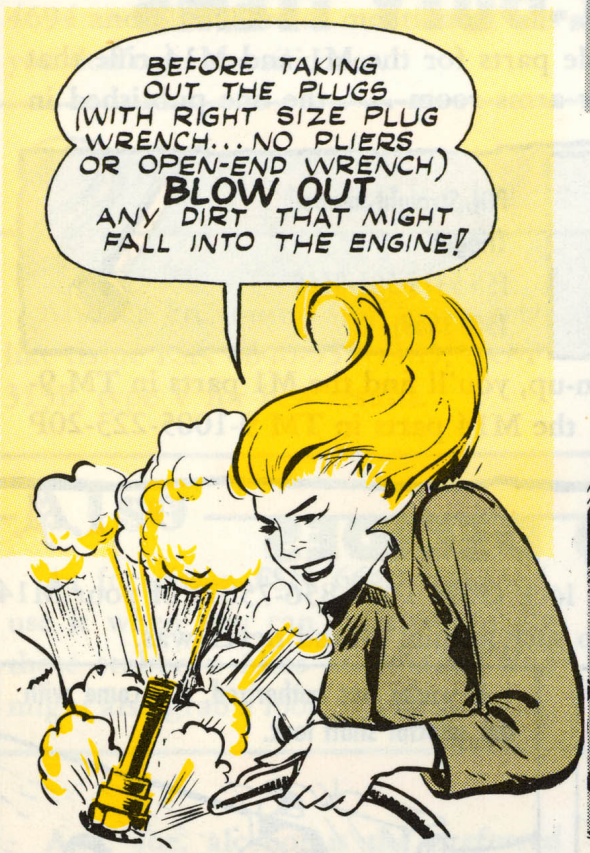
Your local CO decides how many selectors should go to a unit.

GROUND MOBILITY

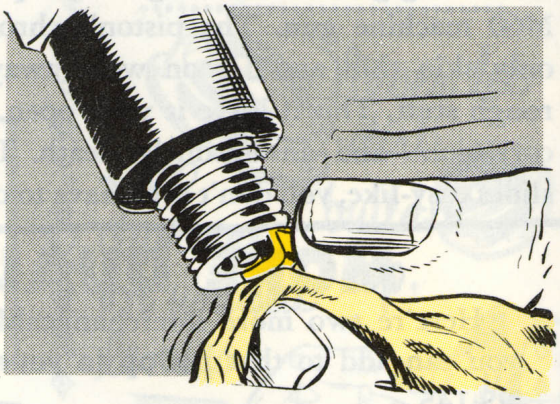
THERE MAY BE

Every guy has his own SOP with the gals, but there's only one **right** way to handle spark plugs.

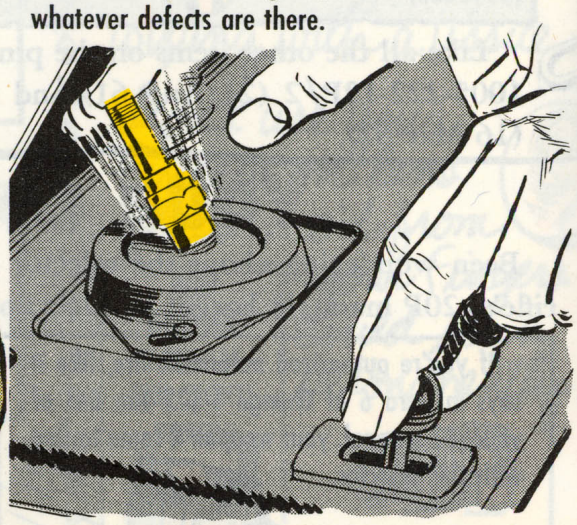
Reg'lar inspection comes first—usually every 6,000 miles. But, misfiring . . . spark knock . . . poor idling . . . or hard starting are signals to eyeball them plugs. Don't just throw 'em out and ram in a set of new ones.



Then, take 'em out and clean the electrode end of each plug with a solvent (FSN 6850-264-9066) to get off any gooey-type fouling.



After you dry the plugs with a shot o' compressed air, give 'em a go-round on the cleaning machine. This blasts off the hard carbon and other crusty stuff. This'll make 'em work better if they're still good, and it'll uncover whatever defects are there.



THERE MAY BE FIRE IN'ER, YET

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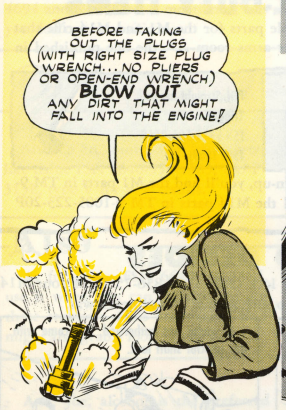

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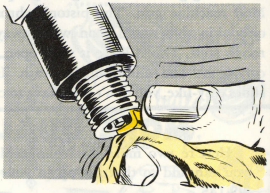

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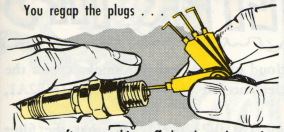
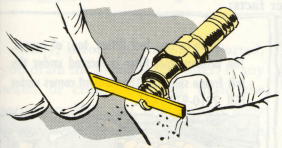
You regap the plugs . . .



. . . after smoothing off the electrodes with a fine file or sandpaper.

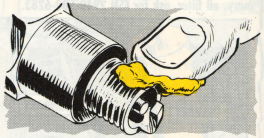


Then they go on trial in the tester—and you ought to give 'em the benefit of a doubt in reaching a verdict. If they test **GOOD**, they go back on duty in the engine. Even if they test only **FAIR**, they're better than nothing, in case there's a shortage of new plugs. If the tester reads **REPLACE**, it means just that.

When you put in new plugs, double-check to make sure you've got what the TM calls for.

And—you use only new gaskets with either used or new plugs.

A tiny bit of anti-seize compound on the threads will make it easier to get the plugs out next time around.

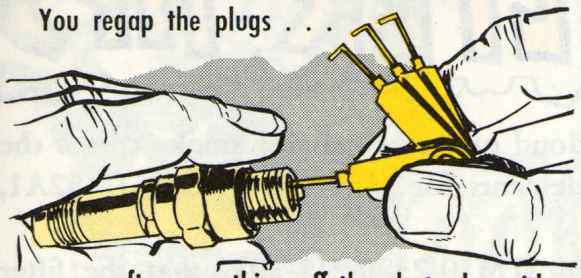


Regular preventive maintenance on spark plugs is too easy a job—and too important—to let slide by. Each step in the routine is just as important as the other, too, so just pull out TM 9-8638 and see what it says.

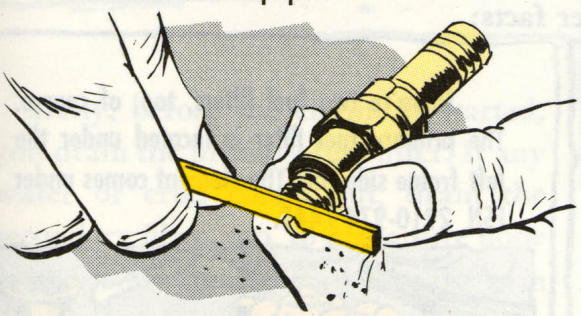
Keep in mind, too, that you wouldn't toss out your truck or even its engine if all it needed was a little cleaning and adjustment, so don't junk spark plugs until you're sure they're really shot.

FIRE IN'ER, YET

You regap the plugs . . .



. . . after smoothing off the electrodes with a fine file or sandpaper.

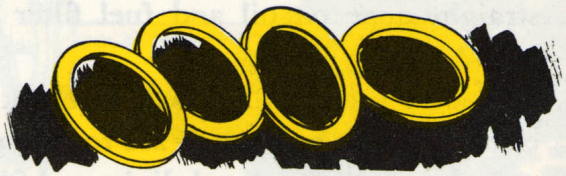


BE CAREFUL, THOUGH LIKE IT SAYS IN TM9-8638, SEC VIII.

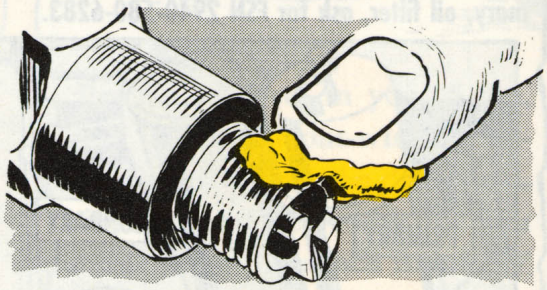
Then they go on trial in the tester—and you ought to give 'em the benefit of a doubt in reaching a verdict. If they test GOOD, they go back on duty in the engine. Even if they test only FAIR, they're better than nothing, in case there's a shortage of new plugs. If the tester reads REPLACE, it means just that.

When you put in new plugs, double-check to make sure you've got what the TM calls for.

And—you use only new gaskets with either used or new plugs.

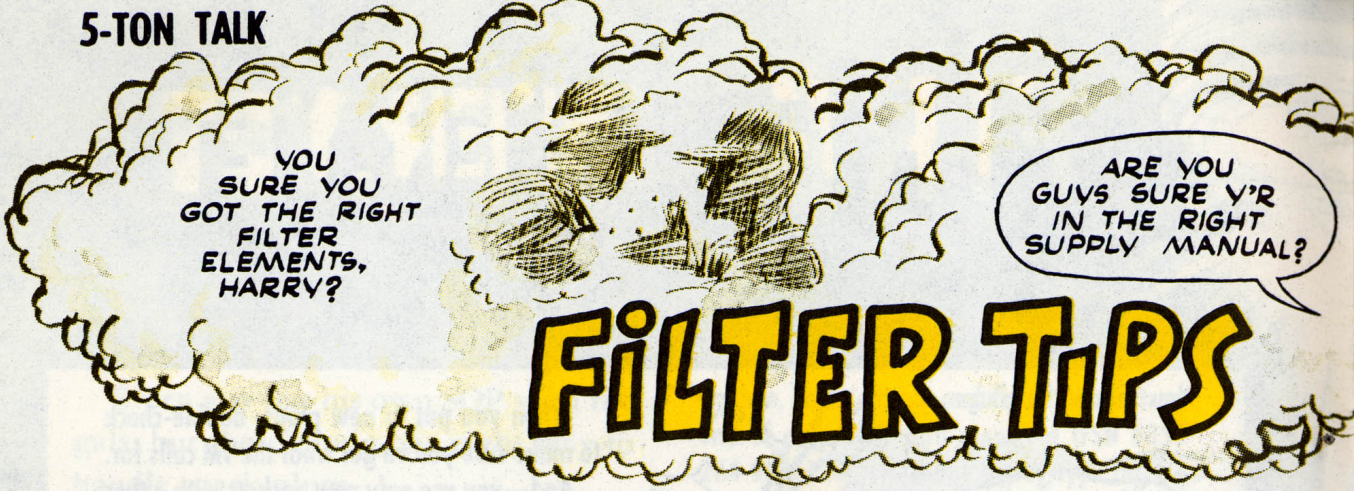


A tiny bit of anti-seize compound on the threads will make it easier to get the plugs out next time around.



Regular preventive maintenance on spark plugs is too easy a job—and too important—to let slide by. Each step in the routine is just as important as the other, too, so just pull out TM 9-8638 and see what it says.

Keep in mind, too, that you wouldn't toss out your truck or even its engine if all it needed was a little cleaning and adjustment, so don't junk spark plugs until you're sure they're really shot.



FILTER TIPS

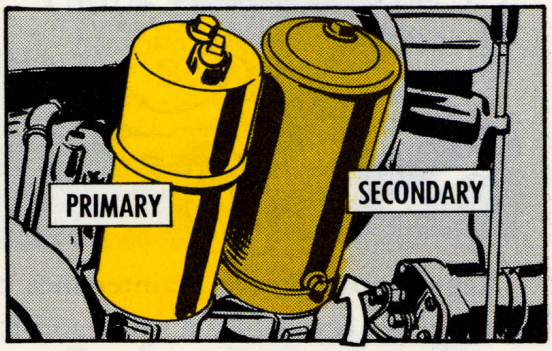
Like the sun breaking through a cloud of diesel exhaust smoke comes the straight dope on oil and fuel filter elements for your 5-ton trucks (M52A1, M54A1).

You've probably noticed, in checking TM 9-2320-211-20P, that the filter element FSN's mentioned are for the gasoline-operated trucks only.

So here're some diesel digits and filter facts:

OIL FILTERS

In ordering the element for the front, or primary, oil filter, ask for FSN 2940-580-6283.

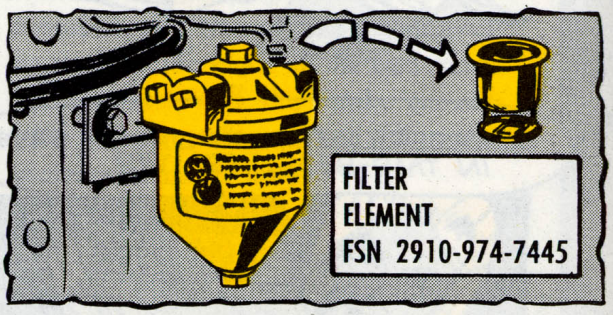


The rear, or secondary, oil filter element is FSN 2940-141-9026.

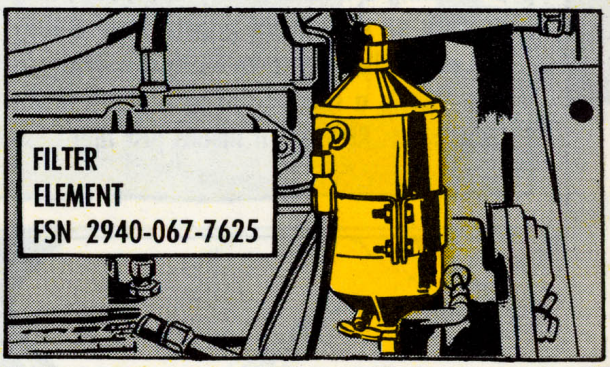
Be careful in servicing the primary filter. Be sure: The spring is seated correctly at top of case; the sealing cup is properly located at the top of the element; and that the base plate seal is properly seated.

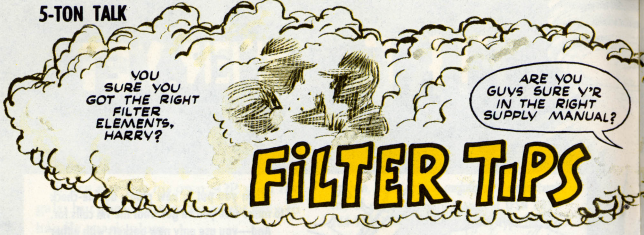
FUEL

There're two fuel filters, too, of course. The primary fuel filter is located under the left frame side rail. The element comes under FSN 2910-974-7445.



To get the element for the secondary fuel filter, located on the left side of the engine, ask for FSN 2940-067-7625.





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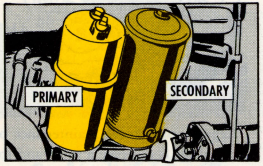

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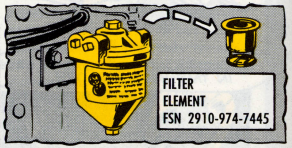

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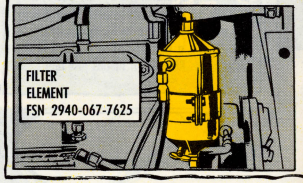
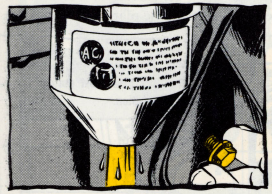
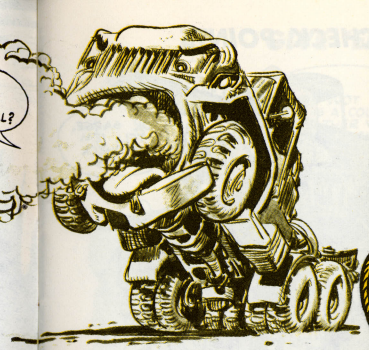


FUEL FILTERS

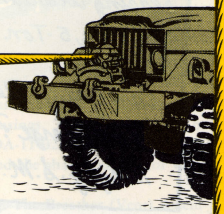
Daily, before the engine is started, you drain the primary fuel filter. If any water or crud comes out, drain the secondary filter, too, to make sure none of that stuff gets through to raise cain in the fuel injection system.



If you find anything besides fuel coming out of the secondary filter, sing out for your organizational mechanic to change **both** filters. It's important, especially when changing the secondary filter, to prevent dirt particles from getting into the fuel-to-injector pump.



WINCH PARTS NEED LUBE

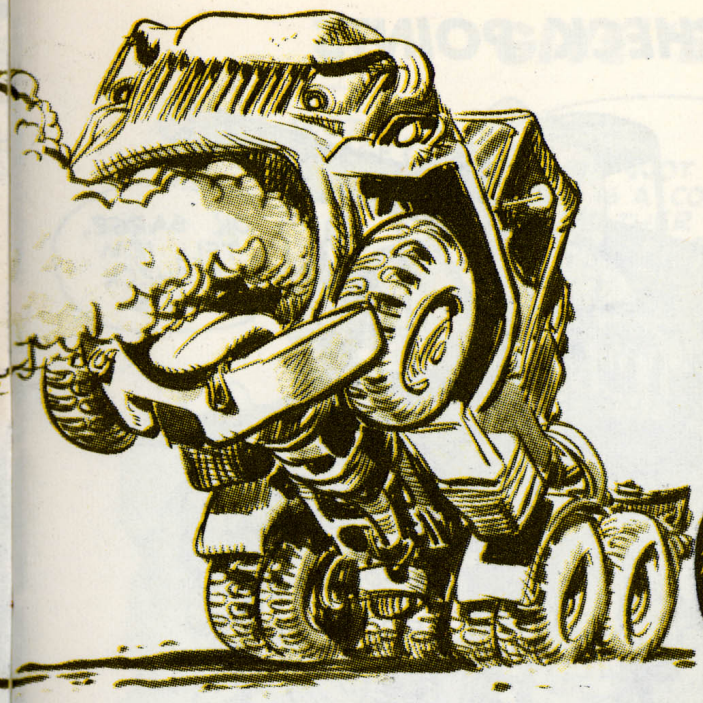


Proper oil level in your 5-ton, 6 x 6 truck's front-winch end-frame is just below the drum seal. This's so the oil won't leak out thru the seal when the winch isn't bein' used.

This means the shaft, jaw clutch and other parts above the oil level are sittin' high 'n' dry as far as lube's concerned. Unless oil gets up there once in a while, those parts rust and the whole works get stiff — or even paralyzed — or ruined.

Operation is what gets the oil up there.

So run the winch at least once a month to lubricate and protect all the parts in the end-frame.



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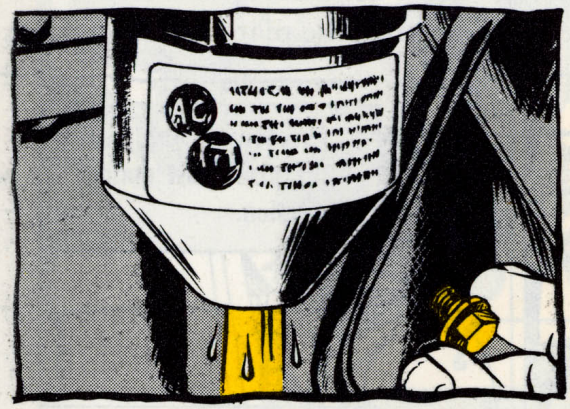

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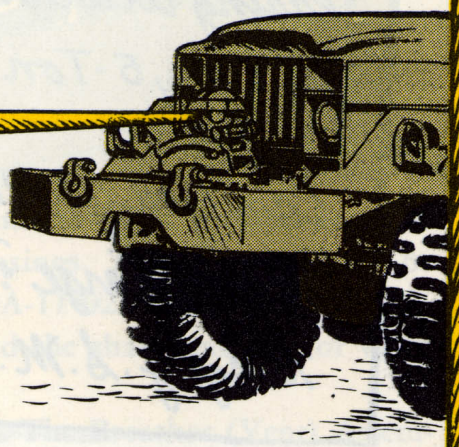

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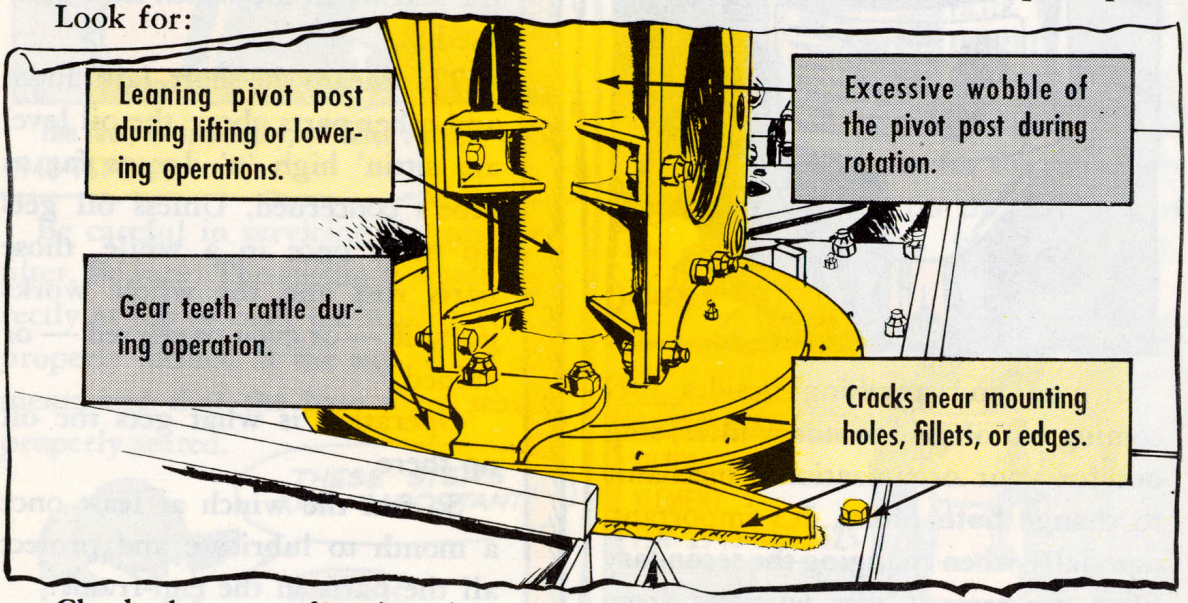
CHECK POINTS

Dear Half-Mast, I need some check points for the base plates and pivot post bearing wear on the M62, 5-Ton wrecker. Can you give 'em to me, Sarge?
M Sgt. J. S. M.

Dear Sergeant J. S. M.,

First off, it's next to impossible to come up with a go no-go system of measurement in that area. Wear on the roller bearings would be nil due to their durable quality.

But, here're some good guides for checking out the base plate and pivot post. Look for:



Check these out for size. Any one of these is enough to request immediate repairs.

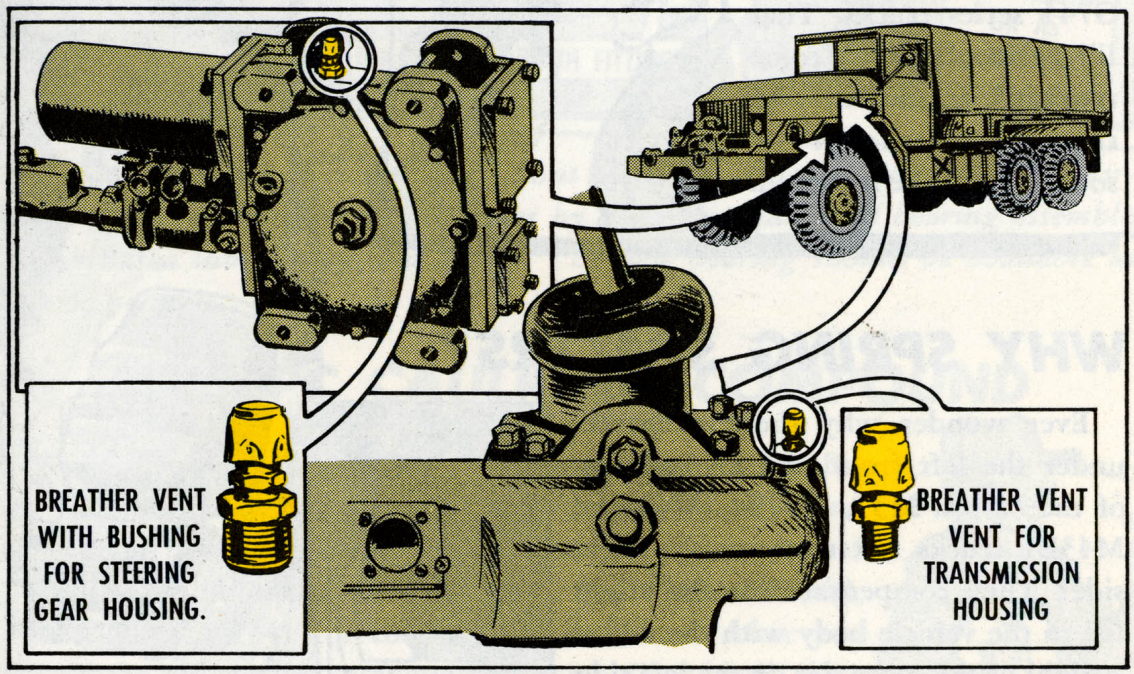
Half-Mast

GIVE 'EM RELIEF

You may have one o' those 5-ton trucks that came through without breather vents on the transmission and steering gear housings. This'll most likely be found on those vehicles furnished on Contract DA-11-022-ORD-4235.

If built-up pressure isn't relieved, you may find the shaft and control valve oil seals popping.

You need two breather vents and one bushing. The Breather (Vent) Assembly (5196397), comes under FSN 2520-287-4673, and the Bushing (444027) under FSN 4730-640-6530.

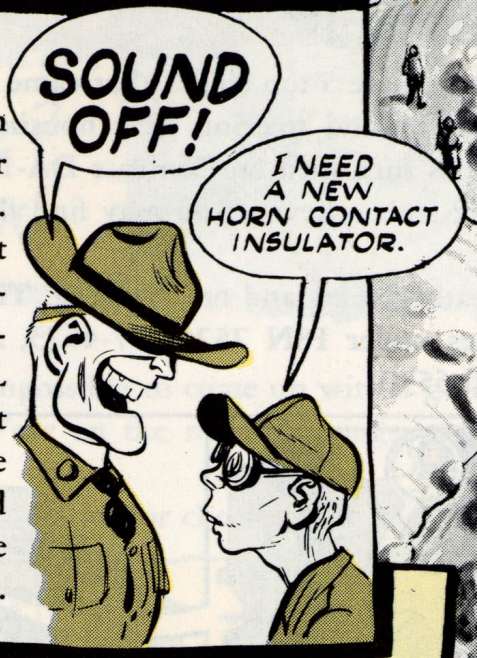


If your truck doesn't have these breather vents, you'll find plugs where the vents are supposed to be. The only difference in installing the two vents is, the bushing goes with the one on the steering gear housing.

CAPS ARE BUM

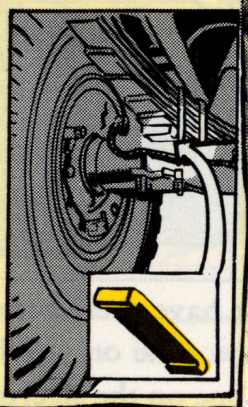
Ignition trouble with the M37B1 ¾-ton truck may be traced to a distributor cap that's too thick on the coil side. This tears up the insulation on the primary circuit wire from coil to ignition points. Also, the spring and carbon pile retainers in the cap are loose. These bum caps came through on Contract Number DA-30-069-ORD-3520 and are to be turned in.

If you need a new horn contact insulator for your ¾-ton truck, sound off. It's at your supply depot waiting for your requisitions. Ask for FSN 2590-575-2399. It's for the SNL G741 series trucks. That li'l ole' insulator will come truckin' on down, and then your truck'll be soundin' off like it should.

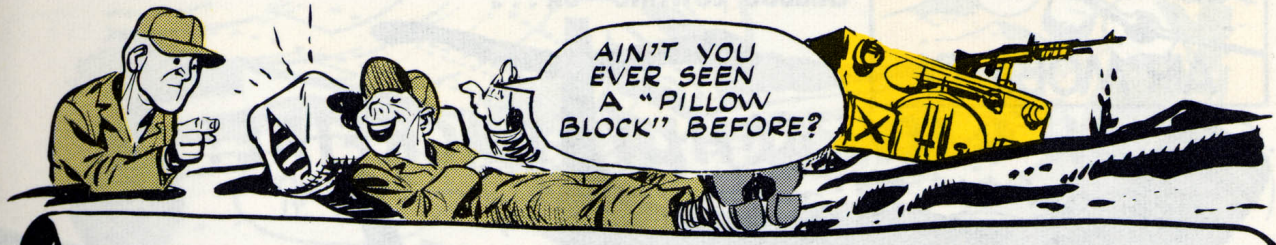


WHY SPRING SPACERS?

Ever wonder why there're spacers under the left front and rear springs of the ¾-ton M37, M37B1, M43 and M43B1 trucks but none on the right side? They compensate for the slight list in the vehicle body with the added weight of the spare tire on the left side. For either front or rear, the spacer is listed as FSN 2510-737-6829 (G741).



M114A1 PILLOW BLOCK TALK



Dear Editor,

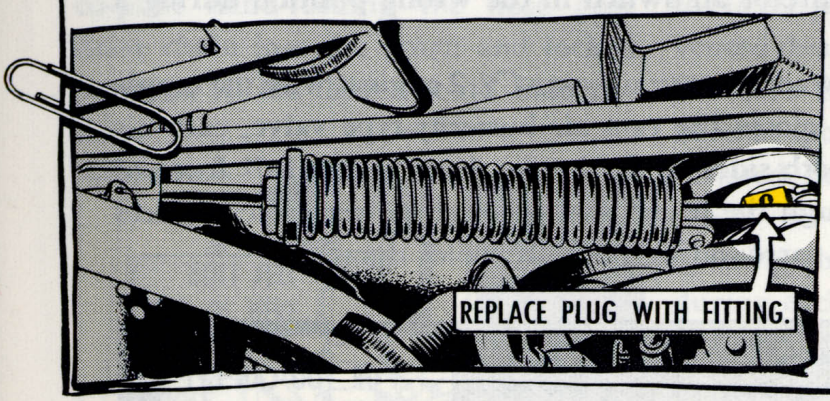
We've been having a problem with our M114A1 Shootin'-Scooters. The rear fan shaft bearings freeze up in the pillow block. This happened to 3 out of 5 of our M114A1's, so we had to come up with a solution.

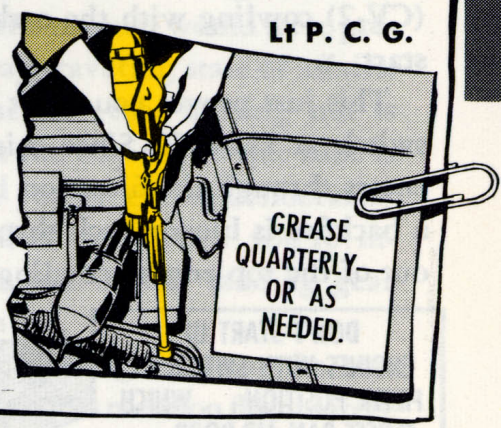
We replaced the plug in the top of the pillow block, with a standard 45° angle grease fitting and pumped GAA into the bearing until it started coming out around the edge.

We repeat the treatment quarterly—or oftener if needed.

This works fine for us. In fact, it has cured our maintenance headache better than a whole bottle of GI aspirin.

Lt P. C. G.

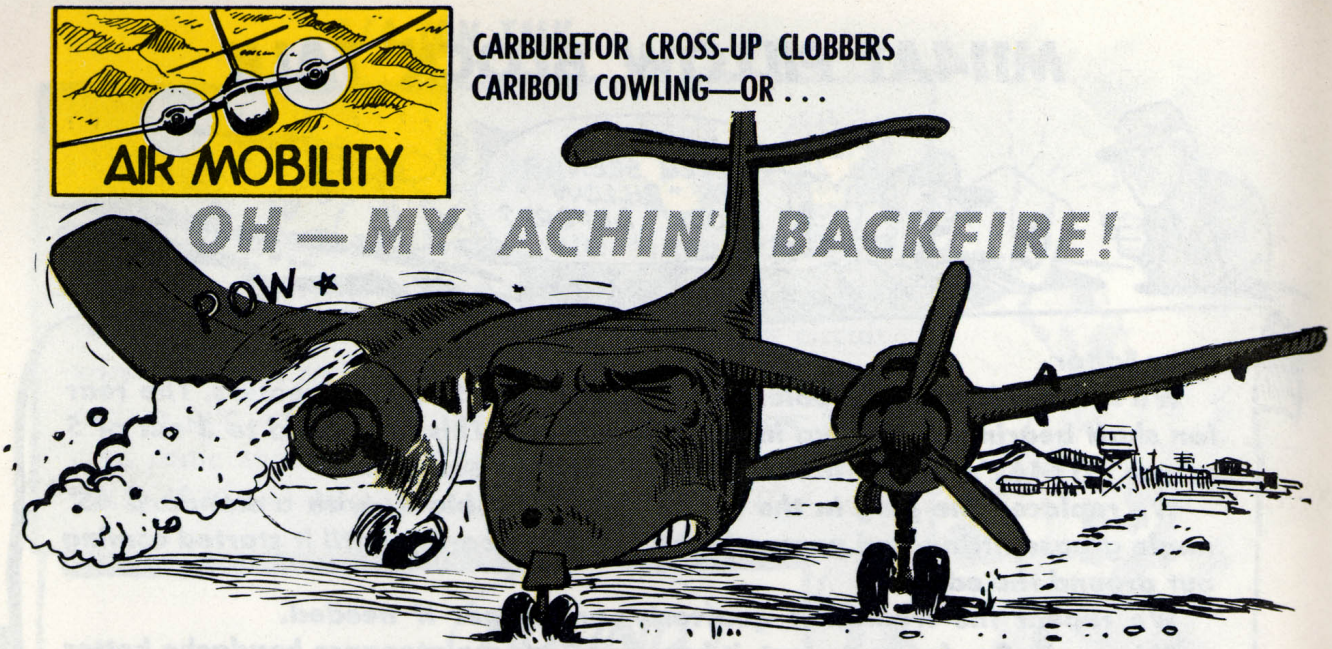




(Ed Note)—Sounds real great . . . but help is on the way. The fan shaft bearing is being replaced in new vehicles by a different fan shaft bearing assembly which has a lube fitting and a seal. The new bearing should be available in Supply soon.

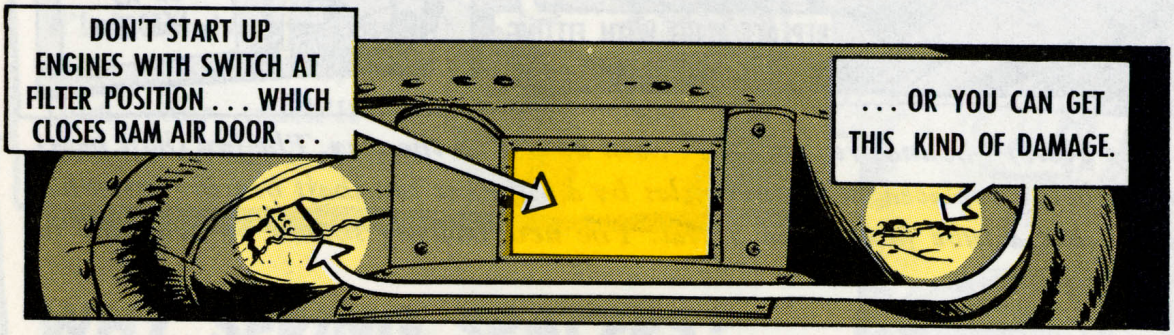
M113 PC CAULKING COMPOUND

Some of your M113 PC's deadlined because you need caulking compound to seal the grill door after changing an engine or radiator? Well, don't sweat or fret, just order general purpose caulking compound, Type 1, Spec MIL-C-18969, FSN 8030-577-4741 for the one-pint container. After you get all the old sealing compound off the hull and grill door surfaces you put on the new, using enough on the grill door contact area to make sure the seal is watertight. Page 65 of TM 9-2300-224-20 (Dec 61) clues you how to install the grill.



The engine backfired—just once! But that was all it took to tear up a Caribou (CV-2) cowling with the carburetor air switch in the wrong position during a start.

This just proves you don't want to start up your CV-2 engines with the toggle switch at FILTER. Since this closes the ram air butterfly-type valve, carb air enters through the filters on both sides of the intake duct. So the full force of a backfire is blown back through the filters with enough power to tear pieces out of the top engine cowling surrounding both oil cooler ducts.



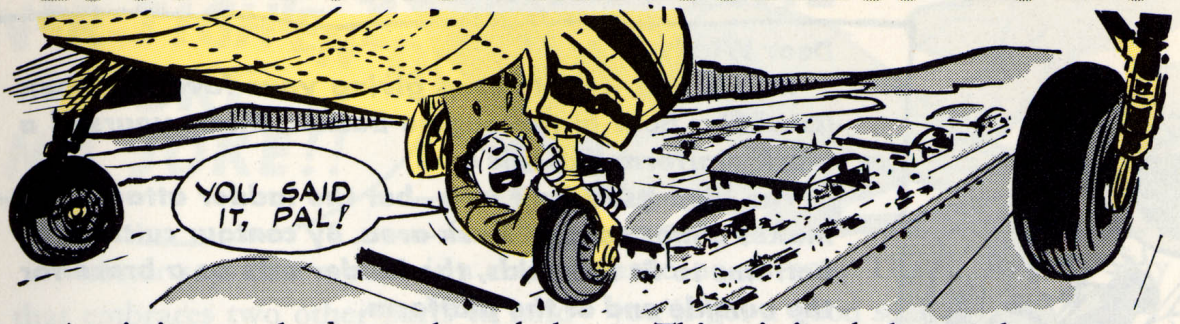
Had the CARB AIR switch been at RAM position, though, the ram air door would've been open instead of acting like a baffle for the backfire.

Even when sand and dust have to be considered, it's safer to place both toggle switches in RAM position during starts. But if the area is extremely sandy or dusty, you'll want to flick to FILTER as soon as each prop begins sucking up gunk into the intake.

Generally, the best time to slam the ram door shut—by switching to FILTER—is when your rpm is stabilized, you've gone to mixture and the engine primer has been released, OK?

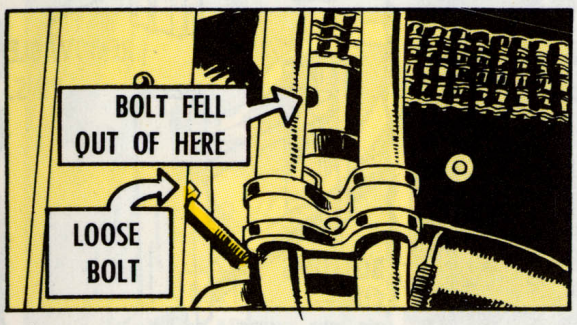
Now that you have the picture, you can see that backfires can be just as troublesome as sand or dust particles during starts.

LOOSE BOLTS ARE USELESS BOLTS



A missing nut leads to a loose bolt. A loose bolt soon becomes a missing bolt. And a missing bolt leads to . . . trouble!

In this case the missing bolt hung around the scene to watch the action. What it saw was a Seminole (U8-D) co-pilot hand-feeding the nose gear drive chain into the down and locked position, so the driver could land the ship.

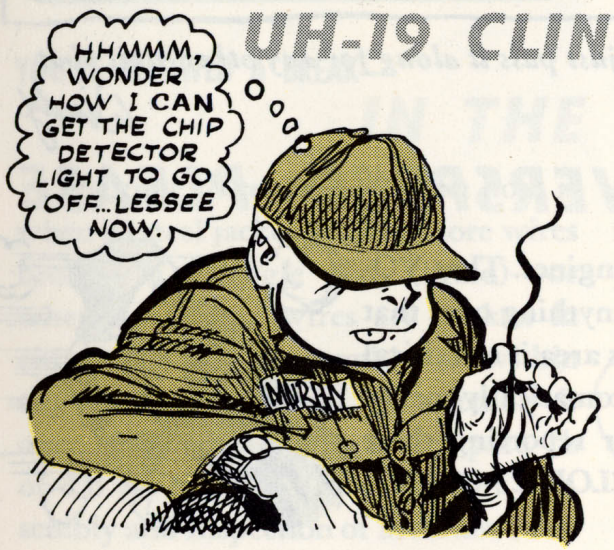


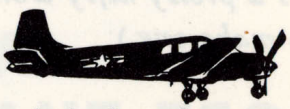
This missing bolt was the same one that was supposed to be holding the nose gear chain sprocket to the cross shaft torque tube. Even using the emergency gear handle didn't do much good with the bolt somewhere else.

Obviously, the self-locking nut called for in the parts manual would have prevented this aggravating state of affairs. But let's face it—that missing nut is hard to spot the way the torque tube is situated. So you've got to deliberately check out that tube when you're inspecting the rest of the landing gear during each PE.

After all, missing nuts can be embarrassing—not to mention flight safety considerations—when you're trying to run an airline without turbulence.

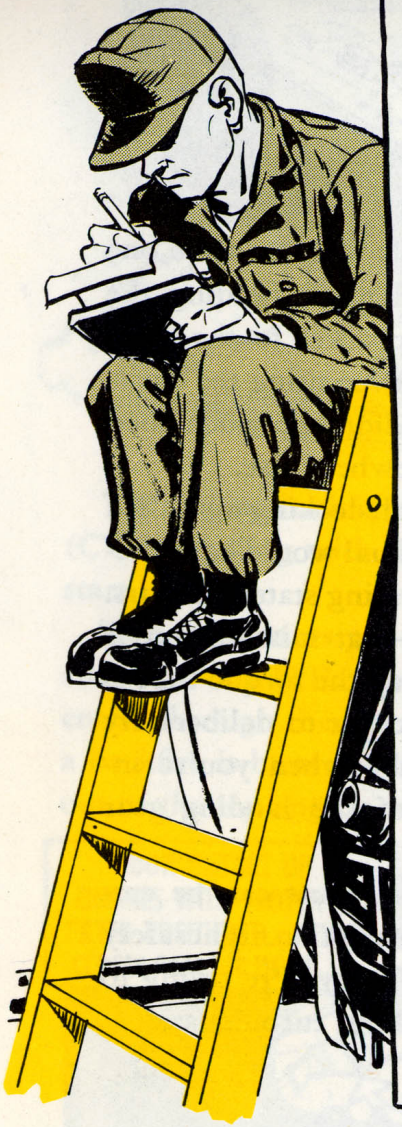
UH-19 CLINCHES LEAD





Murphy's found one more way to cause a false chip detector warning in your UH-19 . . . install too long a wire lead to the plug. That way the hanging loop can be pinched accidentally between the clamshell doors, and the light begins to flicker in flight. Clever . . . eh?

EASY CLIMBER



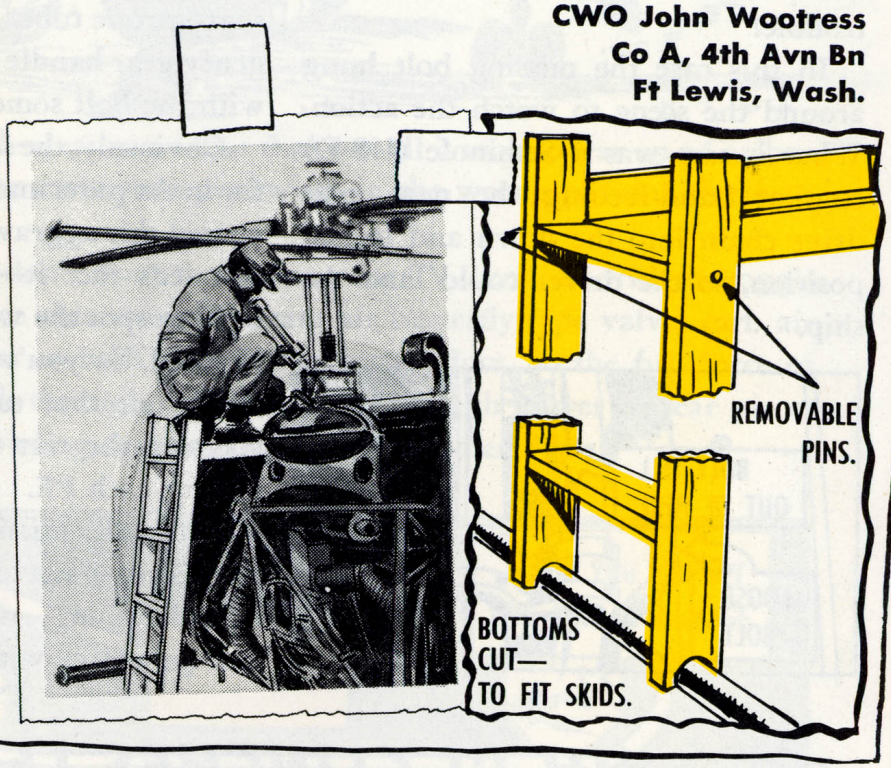
Dear Windy,

Here's one way to stop giving your favorite Sioux (OH-13) a boot in the engine basket. Make yourself a work platform like this one.

The idea itself isn't new—but the ladder attachment makes a more stable work area. By contour cutting the bottoms to fit the skids, the ladder acts as a brace for the outside end of the platform.

And joining them with two removable pins allows you to separate the ladder from the platform for easy storage.

CWO John Wootress
Co A, 4th Avn Bn
Ft Lewis, Wash.

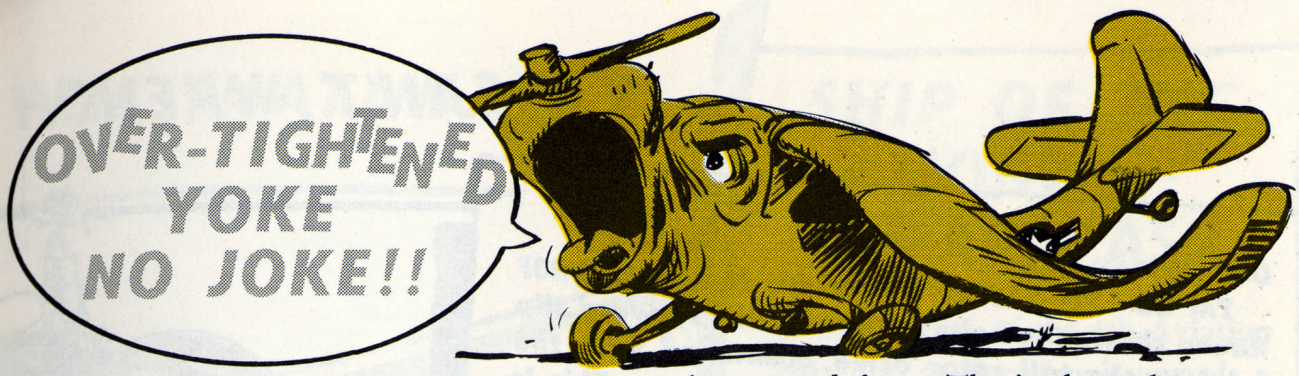


(That's a pretty nifty work aid. I'll just pass it along for any other unit that wants to make one.)

Windy

REPORT THAT OVERSPEED, PLEASE

Overspeeds are hurting our OH-23 engines. That VO-540 mill is red-lined at 3200 rpm and anything over that may point to future engine failure. This area is so critical that any overspeed above 3500 rpm automatically means engine replacement. The authority for reporting these overspeeds is . . . Message SMOSM-EELOH-23-09-1366 (18 Sep 64).



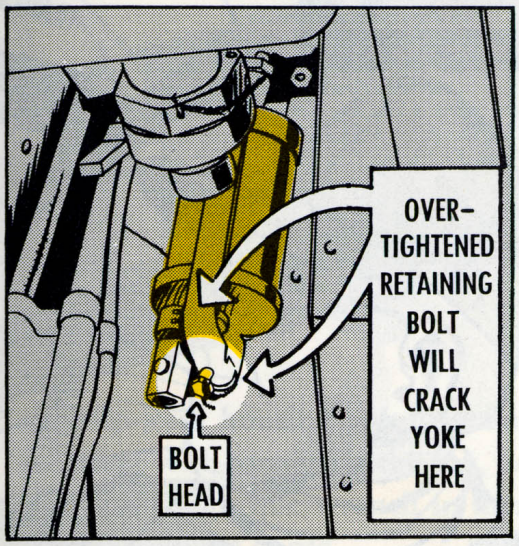
Webster says that a yoke is a clamp that embraces two other parts to hold them in place. But this embracing bit can be carried too far.

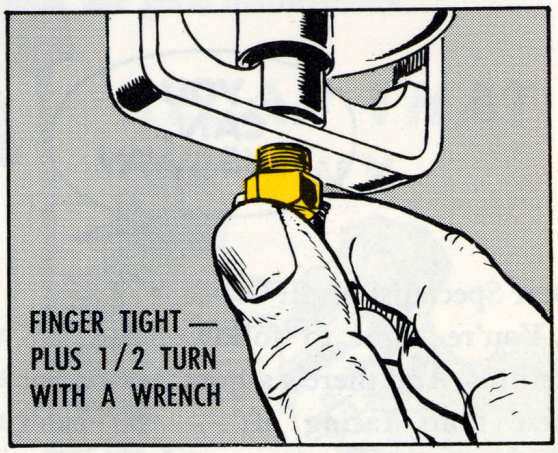
Take the ever-lovin' fuel strainer on your Bird Dog (O-1) engine.

Sure you clean the filter element and make sure that the two gaskets, FSN 2915-515-4082, are not hardened and have no defects. That's the only way you'll get a good seal.

But when you put the filter back together and tighten the bottom retaining bolt, make it finger tight plus ½ turn with a wrench. Any further tightening to stop a leak will crack the yoke, for real.

If leakage is still a problem new gaskets is your solution . . . no yoke.

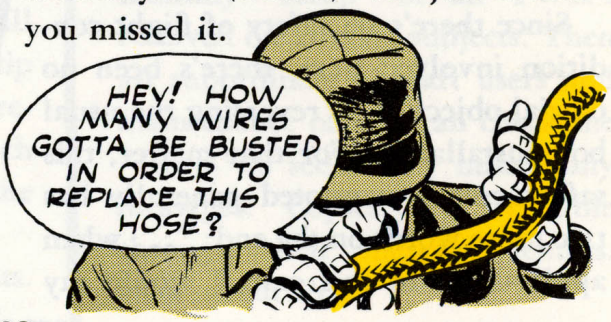




YOU'RE ALLOWED A BREAK—

IN THE BRAID

The time to replace a Teflon hose is when its steel jacket has 2 or more wires broken in a single plait (braid)—or when 6 or more wires are broken in either the whole assembly or within any one-foot length, if the assembly is over 12 inches long. So sayeth para 7b of TB AVN 23-73 (May 64) . . . "Assembly and Inspection of Medium-Pressure Hose and Hose Assemblies Tetrafluorethylene (Teflon)" . . . just in case you missed it.



YA CAN'T WRENCH

Dear Windy,

TM 55-1520-216-25/1 (Oct 63) for the OH-23F Raven shows the bolts connecting the forward slip joint to the tail rotor drive positioned with the heads toward the rear of the helicopter. This is against safety rules for aircraft hardware: "Heads up or in the direction of rotation or motion."

We are using Fig 24-1-1 and Fig 24-1-3 as guides. But somehow I get the feeling we are dead wrong on the subject, since these bolts could easily be installed the opposite way without interfering with any other part of the helicopter.

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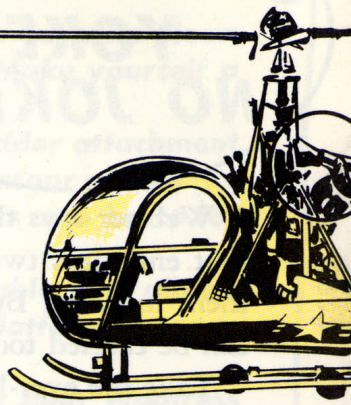

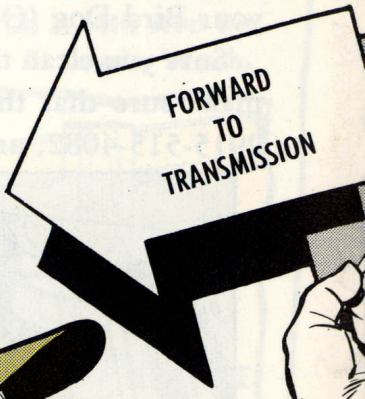

Dear Specialist M. R. O.,

You're right to follow those TM pictures. And there's a good reason for these bolts facing aft . . . you can't hardly lay a torque wrench to the nut proper-like the other way, leastways not a big shouldered issue-type torque wrench. In fact, you're liable to find bolts facing aft on some of the older OH-23's for the same reason.

Since there's no safety of flight condition involved here, there's been no official objection to reversing the usual bolt installation. For that matter, this safety rule you quoted generally has two more words on the end: ". . . when applicable." In this case, I would say

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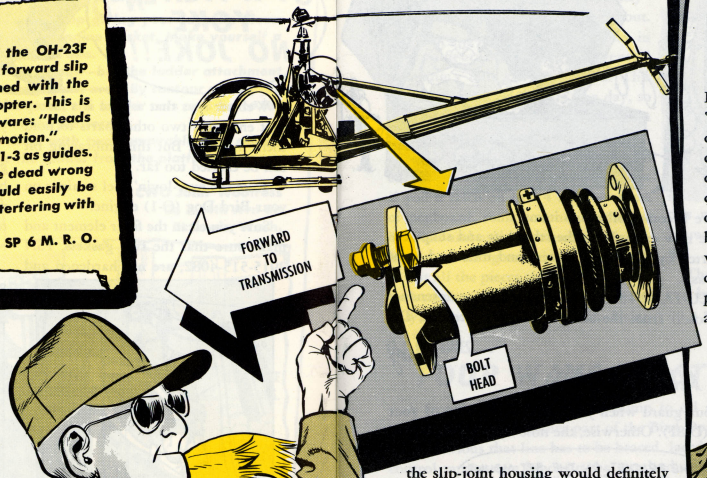

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By the way, the old NAS679A6 is being replaced with an MS21042-L6 nut. This one's made of lightweight steel and has a real slight oval, or egg-shaped, ID for self-locking. If you run across any, be sure to install either all old or all new nuts on the same slip joint assembly—for balance. Also, remember to reach for a 7/16-in wrench to fit the smaller hex diameter of the L6 nut.

And that's the way the bolt points.

Windy

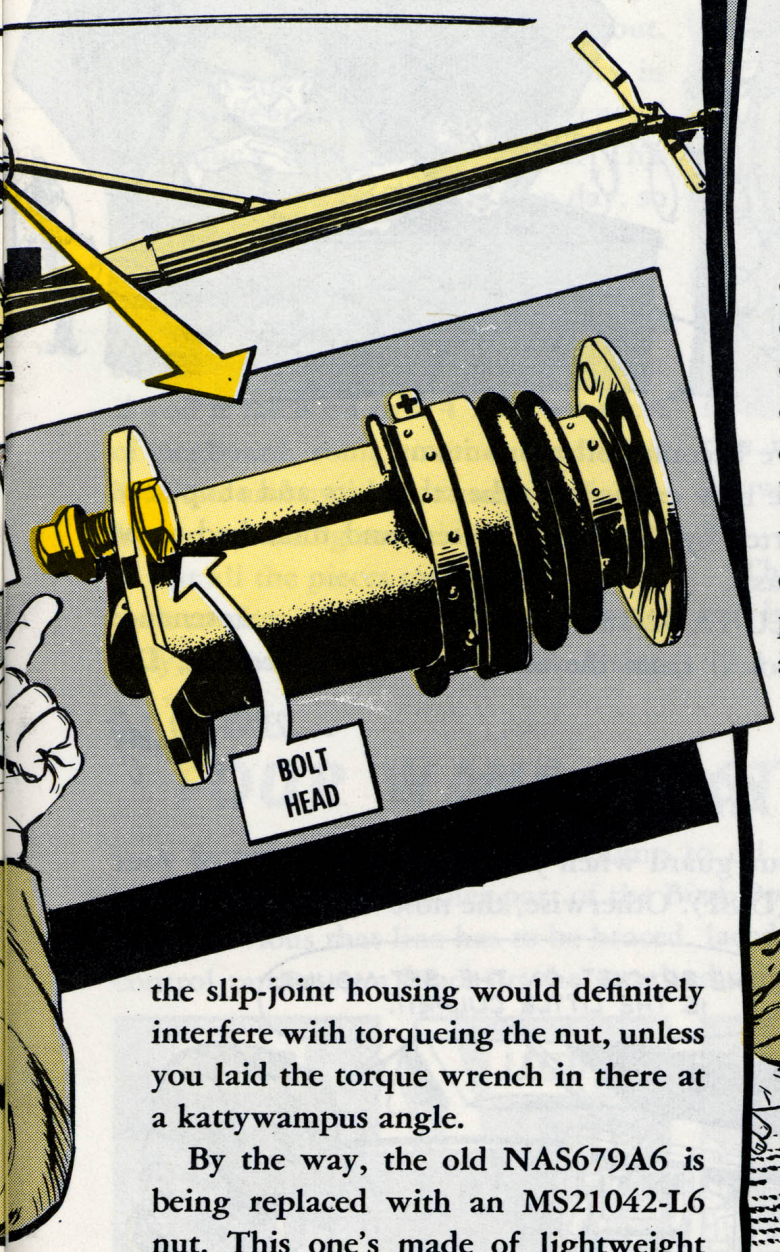
SHIP OF THE MONTH = 3-DAY PASS

Company A of the 4th Aviation Battalion at Fort Lewis awards a "Ship of the Month" placard to display on its best maintained aircraft each month. The selection committee considers the actual condition of the ship, its log book records and the quality of work done by the maintenance crew. Then the winning ship's crew chief and mechanics are rewarded with 3-day passes. Not a bad way to encourage good maintenance.

RECAP THAT TWX

One Army headquarters and certain Army depots send out a monthly "recap" of all TWX's received on aircraft subjects. Then all subordinate aircraft users and maintenance officers can check the "recap" to see if they missed any messages. Copies are available through their message centers. How about that!

'EM THATAWAY



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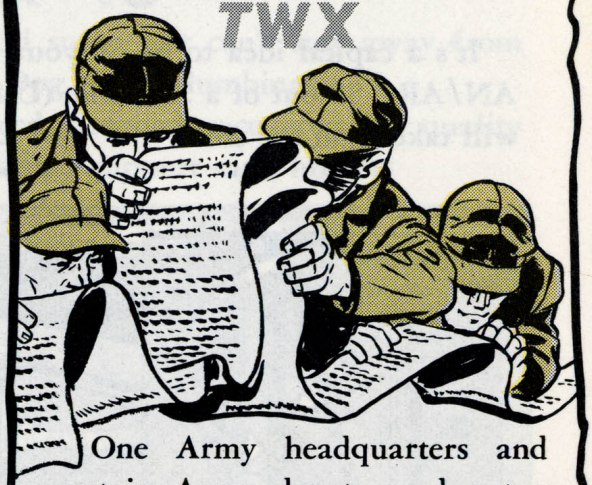

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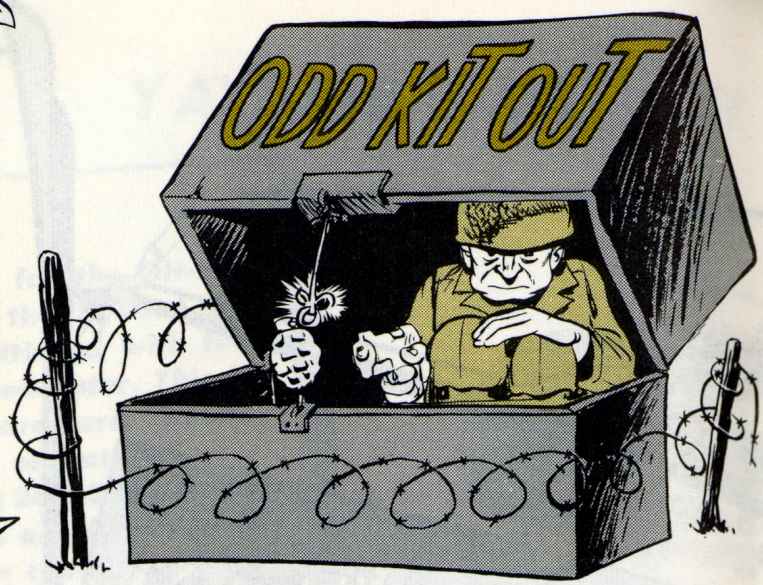
Dear Windy,

For some odd reason the tools in our Otter (U-1A) Engine Tool Kit, P/N C3-Y-8, seem to disappear.

Can you supply us with a list of what's supposed to be in the kit so we can bring it up-to-date?

Capt W. D. J.



Dear Captain W. D. J.,

Some of the tools seem to have become collector's items!

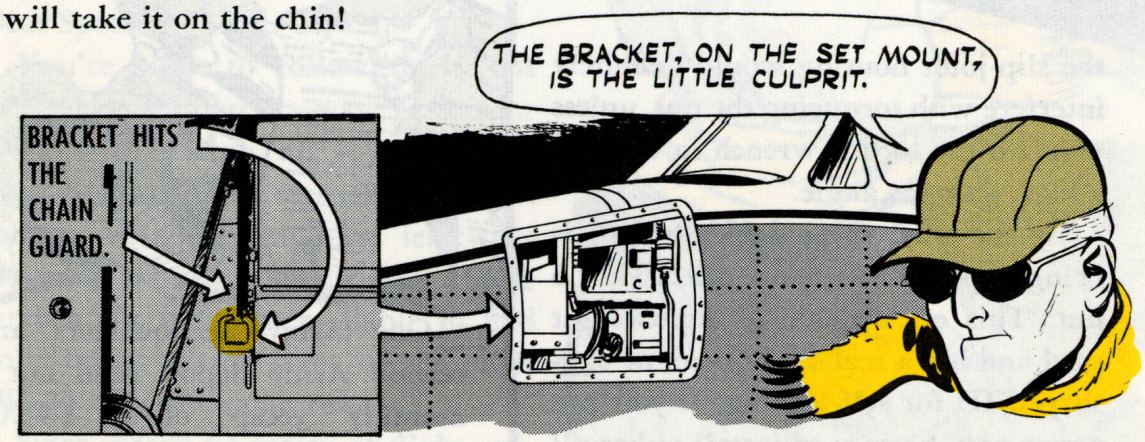
Actually, most of the items are now carried in other tool kits and shop sets. The engine kit never was supported by the supply system and tools had to be requisitioned on an individual basis.

So-o-o . . . message SMOSM-ECU-1A-02-1342 (6 Feb 63) lets the maintenance officer remove the kit (if he chooses) from the aircraft inventory record, DA Form 2408-17.

Windy

UP AND OUT

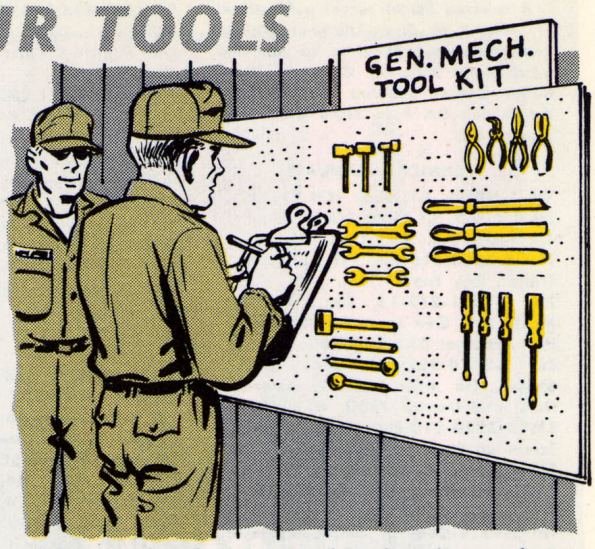
It's a capital idea to be on your guard when you yank the RT 349 of your AN/ARC-55 out of a Seminole (U-8F). Otherwise, the nose wheel chain guard will take it on the chin!



If you try to follow SOP on a non-radar "Freddie" model by sliding the set out, the bracket will smack into the chain guard. 'Course a guard bent toward the landing gear chain would cause quite a stir.

So, don't be a loner when you yank the set. Get your buddy to lift the rear of the set while you lift the front—straight up and then out . . . misses the guard every time.

PEG YOUR TOOLS



Whoever said that "time was money" sure knew what he was talking about.

Say, for example, 20 mechanics in your outfit are due to have their general mechanic's tool kit inventoried. This chore takes the better part of a day, so multiply 20 by 8 hours and you get a total of 160 man-hours.

With your CO's permission you can cut the inventory time by 75 per cent if you'll latch on to a 4 x 8-foot sheet of pegboard, some common hardware brackets and nuts, and a suitable labeling or stenciling machine.

Put all the pieces together and when each mechanic fills the board it'll take only seconds to make the check. Using this method 20 mechanics have been known to make the inventory in 2 hours flat . . . 40 man-hours.

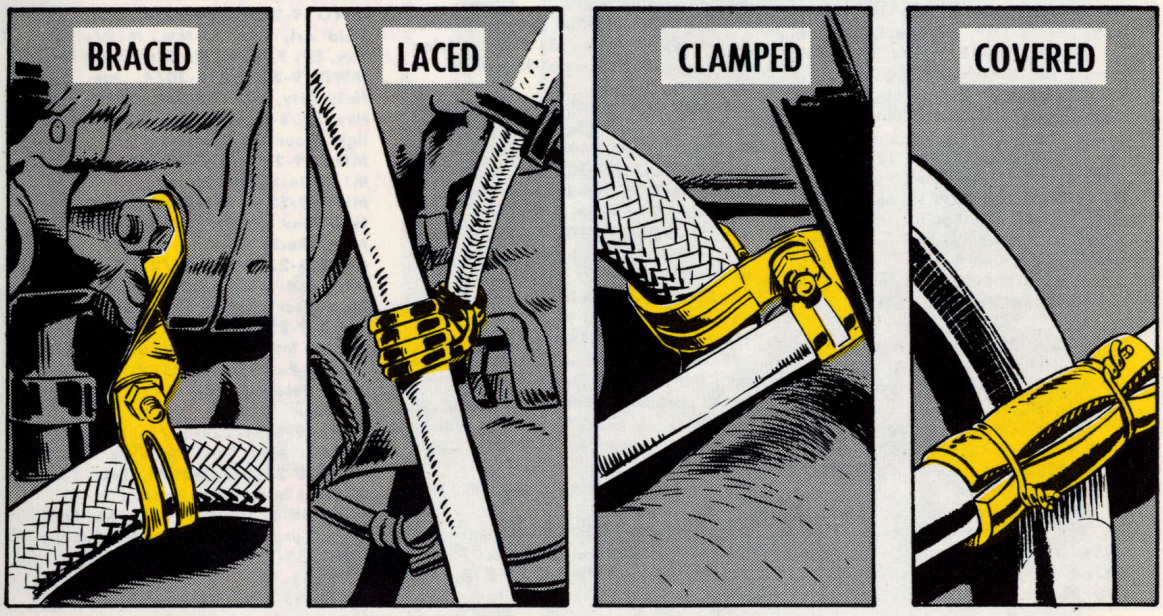
The time you gain with this set-up can be mighty valuable—when you're on a tight maintenance schedule.

O-1 OIL LINES . . .

FOUR WAYS TO STOP A CHAFE

A free floating line from oil pump to oil sump just can't stay away from chafing against some other part of the Bird Dog (O-1) plumbing.

It's obvious that line has to be braced, laced, clamped or covered. For quality control purposes, a brace on the standard clamp support rates higher.



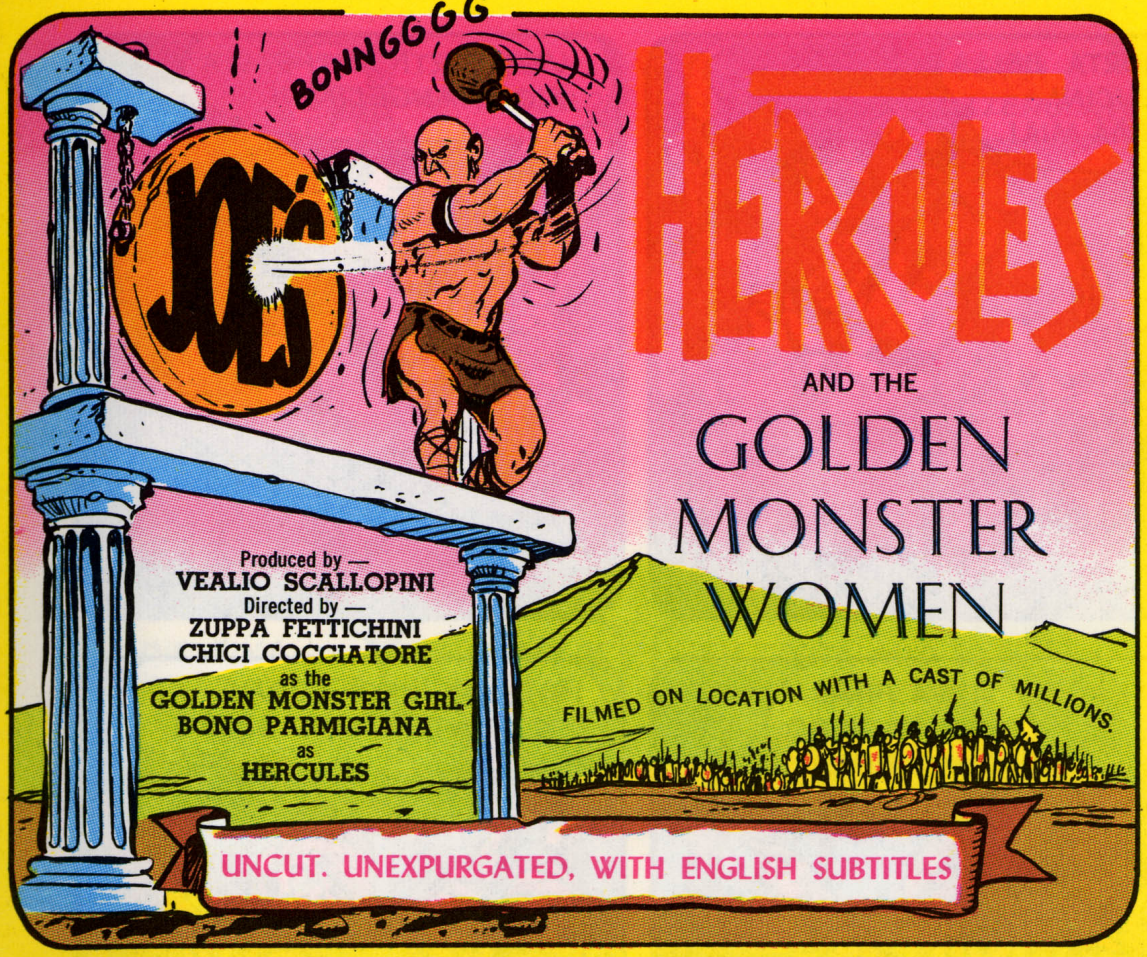
A selected list of recent publications of interest to Organizational Maintenance Personnel. This is a list compiled from recent Adjutant General's Distribution Center Bulletins. For complete details see DA Pam 310-4 with latest changes.

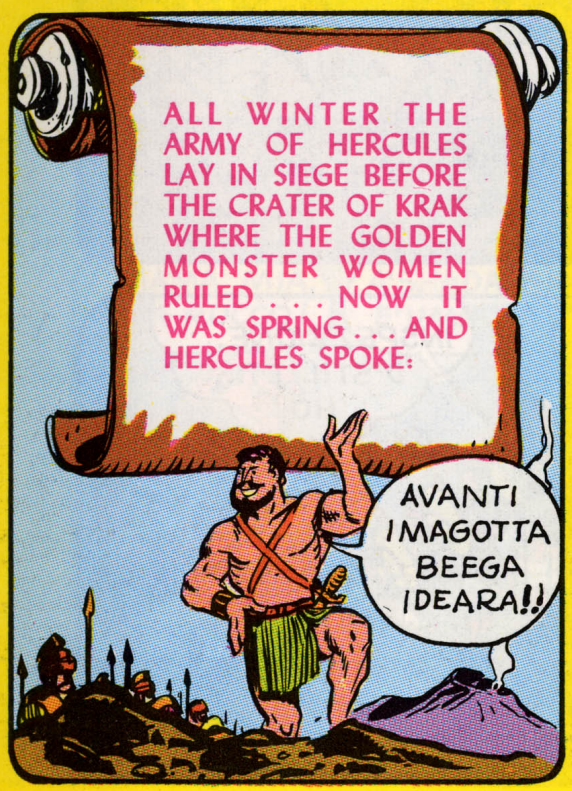
TECHNICAL MANUALS

TM 1-H21-S, C1, Feb, (CH-21).
TM 1-L19-S, C1, Jan, (O-1A).
TM 1-OH13-S, Jan, (OH-13).
TM 5-2330-216-15, Feb, Chassis, Trailer: 2½ Ton, 2 Whl.
TM 5-3431-213-15, Dec, Welding Mach, Arc: Gen Inert Gas Shielded, Harnischfeger DAR-300HFSG.
TM 5-3810-227-20P, Jan, Crane-Shovel, Trk Mtd: 20 Ton, American Hoist and Derrick 2360, W-2360.
TM 5-3820-210-ESC, Nov, Washing, Screening Plant w/Conveyor Belt, 300 TPH, Electric, Pump, Cent, GED, 1500 GPM: Screening Unit Aggregate 75 TPH.
TM 5-4310-244-15, Jan, Compressor, Recip: Air; 5 CFM; 175 PSI; Kellogg-American B-321-B, B-321-C.
TM 5-4310-245-15, Jan, Compressor, Recip: Air; 8 CFM; 175 PSI; Kellogg-American G—321—PB.
TM 5-6115-315-15, Dec, Gen Set, Diesel: 30 KW, Jeta MD-301815-WA.
TM 5-6230-204-15, Feb, Searchlight: DC, 28-Volt, 100-AMP; Xenon Type; Infrared and Visible; Varo Mfg. Co. Inc.
TM 9-1010-207-12, Jan, XM5 Armament subsystems.
TM 9-1400-461-20, Feb, G.M.L. M22.
TM 9-1410-302-12P/2, Jan, Sergeant, TMP, Msl Operation & Maint.
TM 9-1410-375-12P/1, Jan, Pershing, TMP, Ammunition (other than Atomic Wpns), Msl Operation & Maint.
TM 9-1410-500-12/P1, Jan, Hawk, TMP, Msl Operation & Maint.
TM 9-1430-250-12P/7/1, Jan, Nike-Herc (Imp), TMP, Ground Con Equip.
TM 9-1430-250-12P/10/1, Jan, Nike-Herc (Imp), TMP, Ground Con Equip.
TM 9-1430-250-12P/11/1, Jan, Nike-Herc (Imp), TMP, Ground Con Equip.
TM 9-1430-250-12P/12, Jan, Nike-Herc (Imp), TMP, Ground Con Equip.
TM 9-1430-256-12/1, Dec, Nike-Herc (Imp), TM, Ground Con Equip.
TM 9-1430-377-12P/1, Jan, Pershing, TMP, Ground Handling, Spt & Svc Equip.
TM 9-1430-503-12P/1, Jan, Hawk, TMP, Ground Con Equip.
TM 9-1430-504-12P/1, Jan, Hawk, TMP, Ground Con Equip.
TM 9-1430-510-12P/1, Jan, Hawk, TMP, Ground Con Equip.
TM 9-1440-500-12P/1, Jan, Hawk, TMP, Ground Handling, Spt & Svc Equip.
TM 9-2300-224-ESC/6, Jan, Carrier, Pers, Full Tr, Armd, M113A1.
TM 9-2300-224-ESC/7, Jan, Mortar, 107-mm, SP, M106A1.
TM 9-2300-224-ESC/8, Jan, Carrier, Command Post: Lgt Trk M577A1.
TM 9-2300-224-ESC/9, Jan, Flame Thrower, SP, M132A1.
TM 9-2320-209-10, Feb, Chassis, Trk: 2½ Ton, 6 x 6, M44, M44A1, M45, M45A1, M45C, M46, M46A1, M46C, M57, M58, M58A1; Repair Shop, Trk MTD, M185, M185A1, M185A2; Trk, Cargo: M34, M35, M35A1, M36, M36C; Trk, Dump: M47, M59, M342; Trk, Maint: V-18A/MTQ; Trk, Maint: 2½-Ton, 6 x 6, V-17A/MTQ; Trk, Tank: Fuel Ser 1,200-Gal, M49, M49C, M49CA1; Trk, Tank: Water 1,000-Gal, M50, M50A1; Trk, Tractor: M48, M275, M275A1; Trk, Van: Exp, M292, M292A1; Trk, Van: Msl Firing Comp, XM472; Trk, Van: Shop, M109, M109A1, M109A2, M109C, M109D, XM567; Trk, Wrecker: Crane, M108; M60.
TM 9-2320-211-ESC/6, Jan, Trk Tractor, M52A1.
TM 9-2320-211-ESC/9, Jan, Trk Tractor, M52A2.
TM 9-2320-211-ESC/11, Jan, Wrecker: M543A2.
TM 9-2320-224-20, Jan, Carrier, Comd & Recon; Armd, M114/M114A1.
TM 9-2330-208-ESC, Jan, Semitrailer, Tank: M131A2, M131A3C.
TM 9-2330-272-14, Feb, Semitrailer, Tank: Fuel, 5,000 Gal, 4-Whl, M131A4; Semitrailer, Tank: Fuel Serv, 5000 Gal, 4-Whl, M131A4C.
TM 9-2350-217-10, Nov, Howitzer, Lgt, S-P: 105-MM, M108 and Howitzer, Med, S-P: 155-MM, M109 (2350-440-8811).
TM 9-2350-217-25P/1, Jan, SPH M108 and M109.
TM 9-4910-438-10, Jan, Cleaner & Tester, Spark Plug.
TM 9-4935-303-12P/2, Jan, Sergeant, TMP, Test Equip (Ord).
TM 9-4935-304-12P/1, Jan, Sergeant, TMP, Test Equip (Ord).
TM 9-4935-377-12P/1, Jan, Pershing, TMP, Test Equip (Ord).
TM 9-4935-461-15/1, 2, 3, Feb, G.M.L. M22.
TM 9-4935-461-15/2, Feb, Entac, TM, Test Equip (Ord).
TM 9-4935-461-15/3, Feb, Entac, TM, Test Equip (Ord).
TM 9-4935-501-12P/1, Jan, Hawk, TMP, Test Equip (Ord).
TM 10-500-71, Jan, Rigging MG Rolling Whl-Type, 1,000-Gal Trans.
TM 10-500-114, Jan, Rigging The AN/TPS-33 Radar Set in A-22 Cargo Bag and in the M37.
TM 10-1670-226-23, Feb, Parachute, Cargo, RCAT Recov, 38-Ft Dia Nylon Canopy, MA-1 Cargo Parachute Release.
TM 10-3930-214-20P, Jan, Truck, Lift, Fork, Gas Clark Carloader D-751960, MHE 161.
TM 10-3930-229-20, Jan, Truck, Lift, Fork, Gas, 15,000-lb cap, Clark Yardlift 150-53 RS MHE 151.
TM 10-3930-255-10, Feb, Truck, Lift, Fork, Elec, 2000-lb cap, MHE-197, Baker FTD-020-EE.
TM 10-8340-207-24P, Dec, Hawk, TM, Tentage.
TM 11-5805-349-14, Jan, Nike-Ajax, Nike-Herc, Nike-Herc (Imp), Target Msl, Msl Monitor, TM, Telephone.
TM 11-5805-349-25P, Jan, Nike-Ajax, Nike-Herc, Nike-Herc (Imp), Hawk, Target Msl, Msl Monitor, TMP, Telephone.
TM 11-5820-403-20P, Jan, C-2296 Intercom Set.
TM 11-5840-285-12P, Jan, Nike-Ajax, Nike-Herc, Nike-Herc (Imp), Target Msl, Msl Monitor, Hawk, TMP, Radar.
TM 11-5895-357-14, Jan, Radio Terminal Set AN/MRC-102(V).
TM 11-5935-203-15P, Jan, U-186A/G, U-186B/G connector.
TM 11-6710-201-25P, Jan, Camera Set, Motion Picture KS-5(1), Camera, Motion Picture KF-2(1), Photog Accy Kits LF-1(1), and LF-1(2).
TM 11-6740-215-20P, Jan, PH-680/U, Photo Printer.
TM 55-510, Jan, Amphib Lighter Operator's Handbook.
TM 55-1510-201-20P, Oct, (U-8).
TM 55-1510-202-20P, Sep, (O-1A).
TM 55-1510-204-20P, Jan, (OV-1).
TM 55-1510-206-20, C 6, Aug, (CV-2).
TM 55-1510-206-20, C 7, Oct, (CV-2).
TM 55-1520-203-20, C 3, Dec, CH-37A, CH-37B.
TM 55-1520-204-20, C3, Jan, (OH-13).
TM 55-1520-209-10, Dec, (CH-47).
TM 55-1520-209-10, C1, C2, C3, Feb, (CH-47).
TM 55-1520-210-10, C1, Jan, (UH-1).
TM 55-1520-210-20P, Jan, (UH-1).
TM 55-1520-211-10CL, C1, Jan, (UH-1).
TM 55-1925-202-20P, C3, Feb. Marine.
TM 55-1925-205-12, Dec, Marine.
TM 55-1925-205-20P, C1, Feb, Marine.
TM 55-1930-206-10, Jan, (LARC XV).
TM 55-1940-204-12, Dec, Marine.
TM 55-2350-200-12-1; Jan, Air Trans, How, SP, M108 & M109, in C-124.
TM 55-5410-200-12-1, Jan, Air Trans of Shelter, S-141/G by C-119, C-123, and C-130.
TM 55-5410-205-12-1, Jan, Shelter, S-144/G, Mounted on Trk, M37 w/Winch, Trans by C-119, C-123, or C-130.

MODIFICATION WORK ORDERS

MWO 9-1005-243-20/2, Feb, M6.
MWO 9-1440-301-20/5, Jan, Sergeant, MWO, Ground Handling, Spt & Svc Equip.
MWO 9-2300-216-20/4, Jan, Gun, Field Art, SP: 175-MM, M107; How, Hvy, SP: 8-In, M110: Btry Comp Door.
MWO 9-2300-216-30/4, Jan, Gun, Field Arty, SP: 175-MM, M107; How, Hvy, SP: 8-In, M110: Vent Hole Headlight Mounting Bases.
MWO 9-2320-218-20/12, Jan, Trk, M151; Inst Brake Spring.
MWO 9-2350-215-20/23, Feb, Tank, M60 and M60A1 Reinforcement of Ammo Racks.
MWO 9-2350-215-20/25, Feb, Tank, M60 and M60A1: Removal of Quick Disconnect Coupling from Gun Mts.
MWO 9-2350-217-20/1, Dec, Howitzer, Lgt S-P: 105MM, M108, Howitzer, Med, S-P: 155MM, M109; Inst Panoramic Telescope (M117), Stow Box Bumper.
MWO 9-2350-224-20/1, Feb, Tank, M48A3: Mod Gas Part Filter Fr.
MWO 9-2350-224-20/2, Feb, Tank, M48A3; Reloc Turret Pump.
MWO 10-1670-203-20/1, Feb, Parachute, Cargo, 15-Ft Dia Nylon Canopy.
MWO 55-1500-200-34/1, Feb, (OH-23).
MWO 55-1510-201-34/5, C2, Jan,


BONNGGGG
JOE'S
HERCULES
AND THE
GOLDEN
MONSTER
WOMEN
Produced by —
VEALIO SCALLOPINI
Directed by —
ZUPPA FETTICHINI
CHICI COCCIATORE
as the
GOLDEN MONSTER GIRL
BONO PARMIGIANA
as
HERCULES
FILMED ON LOCATION WITH A CAST OF MILLIONS.
UNCUT. UNEXPURGATED, WITH ENGLISH SUBTITLES


ALL WINTER THE ARMY OF HERCULES LAY IN SIEGE BEFORE THE CRATER OF KRAK WHERE THE GOLDEN MONSTER WOMEN RULED . . . NOW IT WAS SPRING . . . AND HERCULES SPOKE:
AVANTI IMAGOTTA BEEGA IDEARA!!

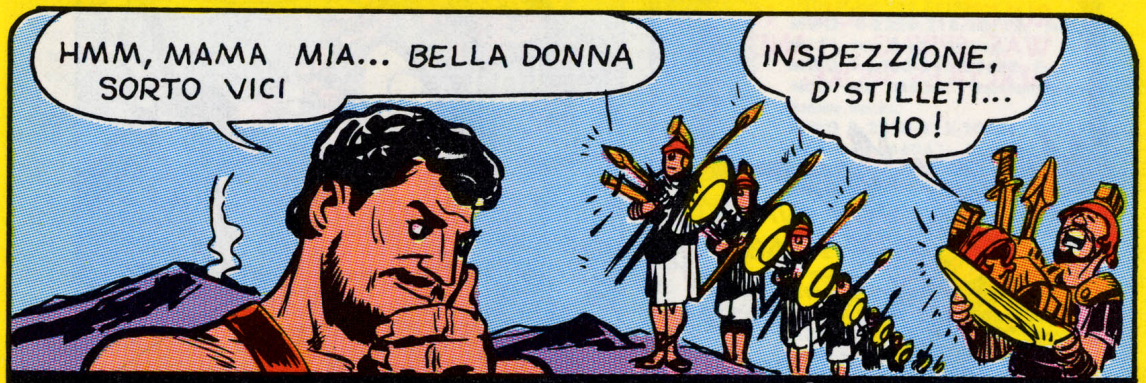
EETSA SONA BONI TINA TO ATTAKA D'GOLDINO GORLS... CHECKA D'GEARA PRONTO!
"We're going to move out... Let us check our equipment for combat readiness."

"This is going to be a tough operation -- so I want all gear gone over with a fine-tooth comb."

"All unserviceable equipment and parts should be sent back for repair."

"You heard him, troopers, let's go...combat ready is the word."

"Hurry up Charlie. get this detail knocked... I've got a weekend pass working..."



"Hmm, we must have had a pretty good maintenance program this winter...that stuff only needs minor repair at support."

"Hmm, knicked swordblade... but with a good handle... Ahh -- I'll just pull this handle off and..."

"switch it with a busted one from a good blade... now, heh heh! support will do my blade sharpening chore for me!!"

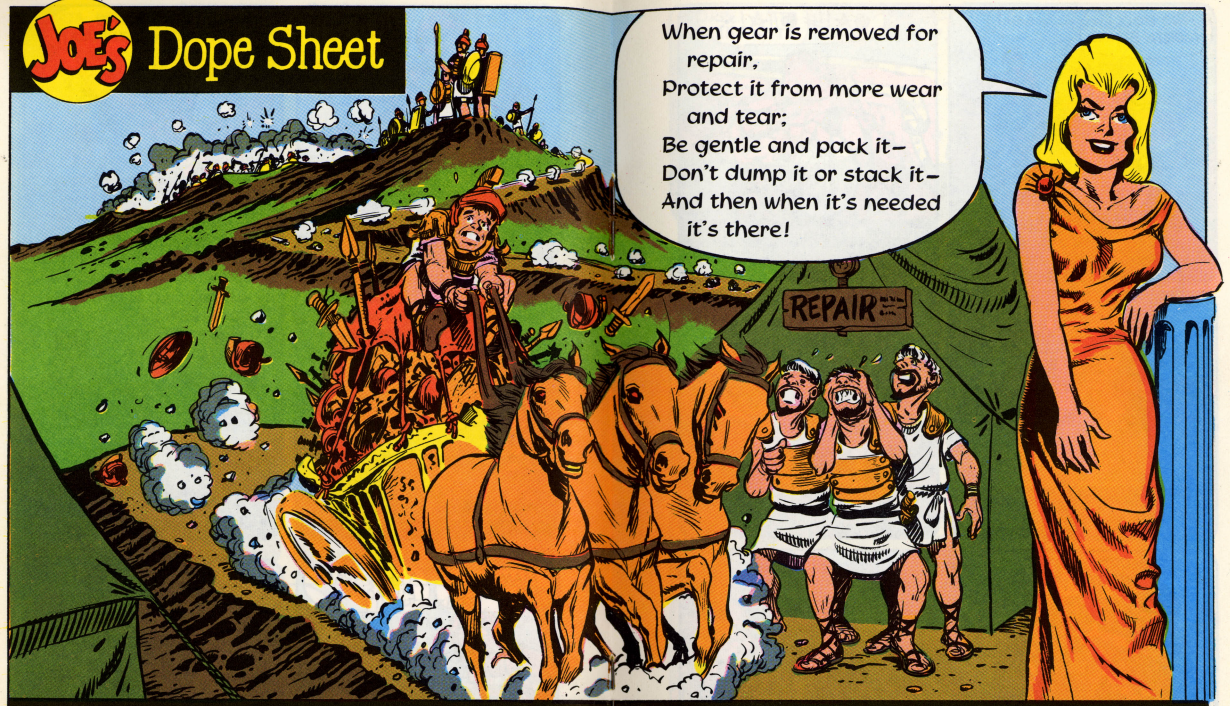
"Rocco, you have cannibalized a minor fix into a major repair"..."So, let support swear."

"Here, catch this basket of hourglasses and needle stilletos ...oops, you missed, Rocco!!"

"Wot a mess you made Rocco"..."So wot, they're goin' for repair anyhow!"

"Yeah... Y'can pile them chipped siege stones on them deadlined lances."

IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULL

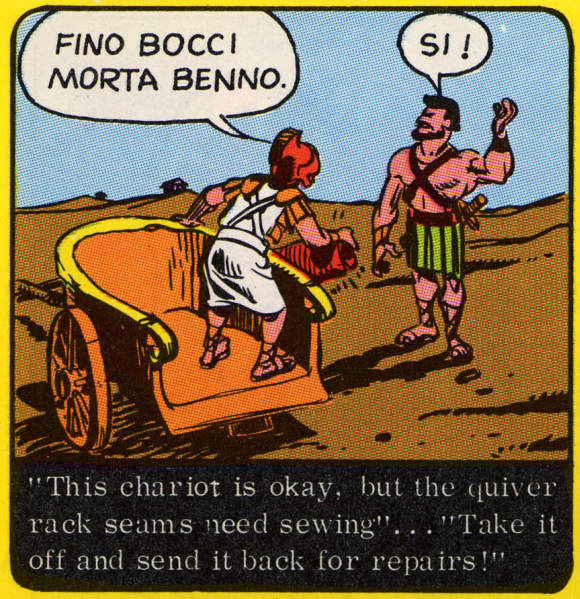


WE HAVE THE WORLD'S BEST EQUIPMENT ... *Take care of it*

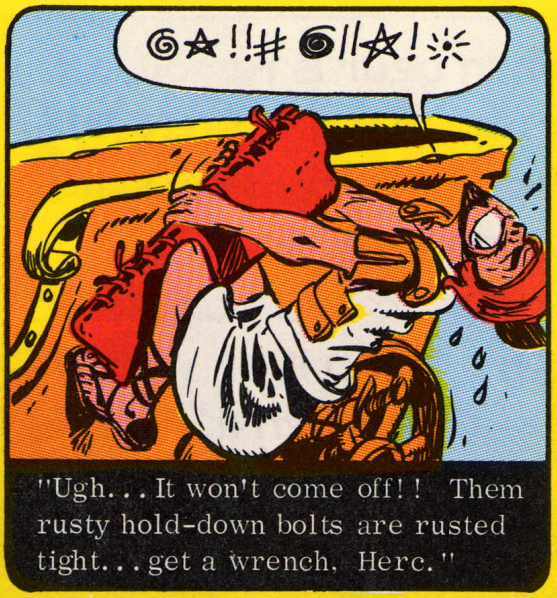
IF YOU WANT TO DISPLAY THIS CENTERPIECE ON YOUR BULLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.

QUIPMENT . . . *Take care of it*

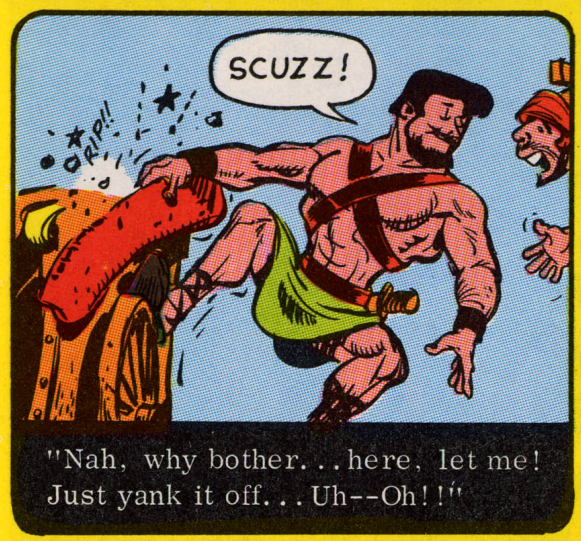
LLETIN BOARD, OPEN STAPLES, LIFT IT OUT AND PIN IT UP.



"This chariot is okay, but the quiver rack seams need sewing"... "Take it off and send it back for repairs!"

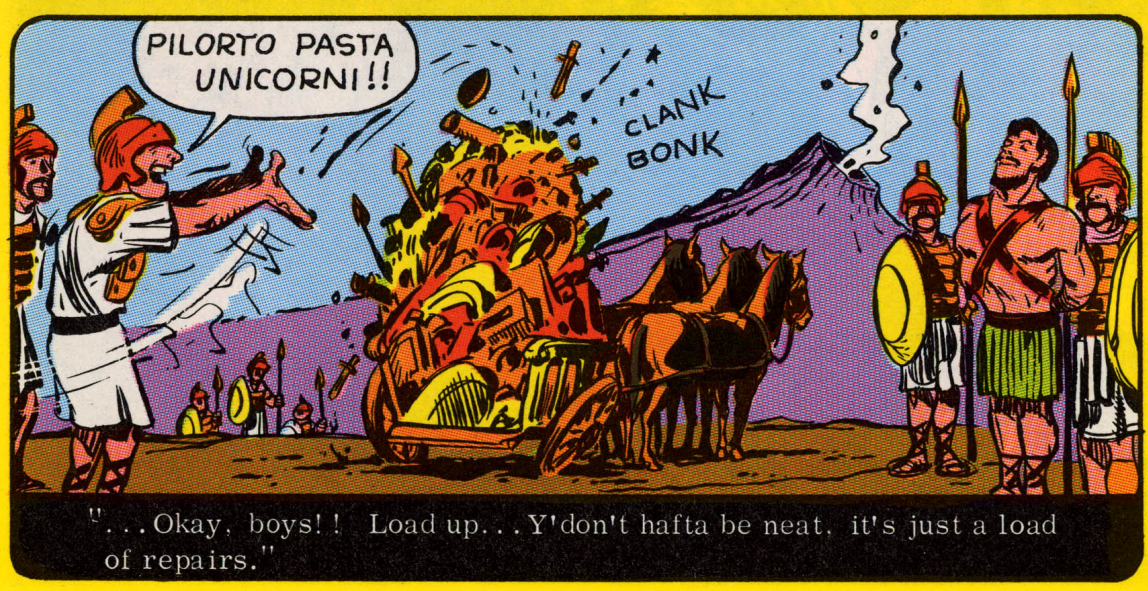


"Ugh... It won't come off!! Them rusty hold-down bolts are rusted tight... get a wrench, Herc."

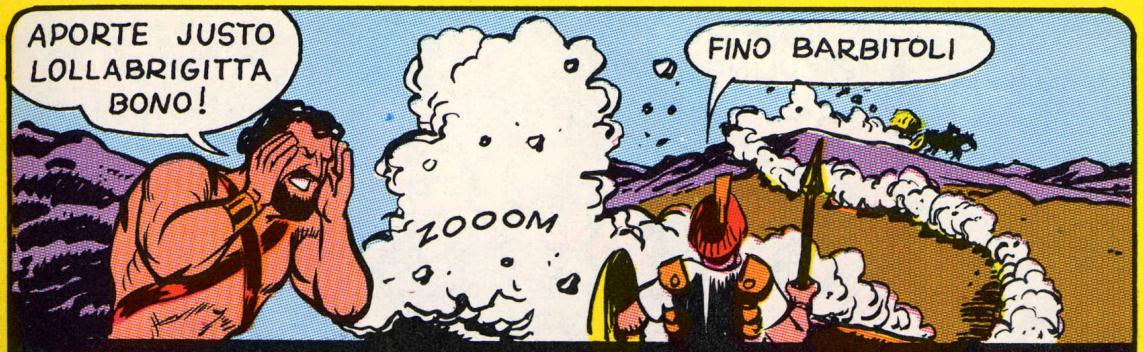


"Nah, why bother... here, let me! Just yank it off... Uh--Oh!!"

"Well, that does it for the rack... Okay, send the chariot back, too!!"



"...Okay, boys!! Load up... Y'don't hafta be neat, it's just a load of repairs."

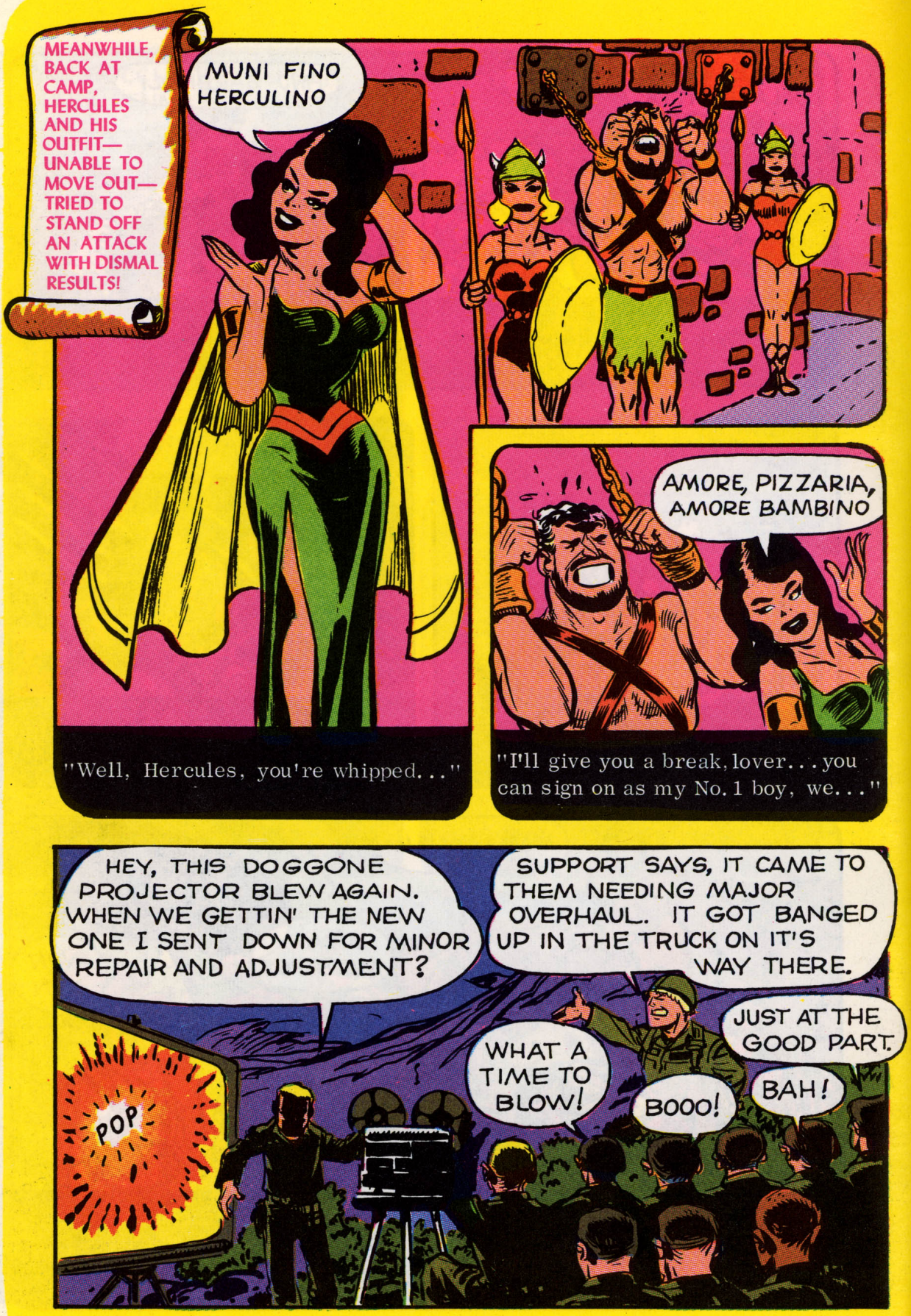


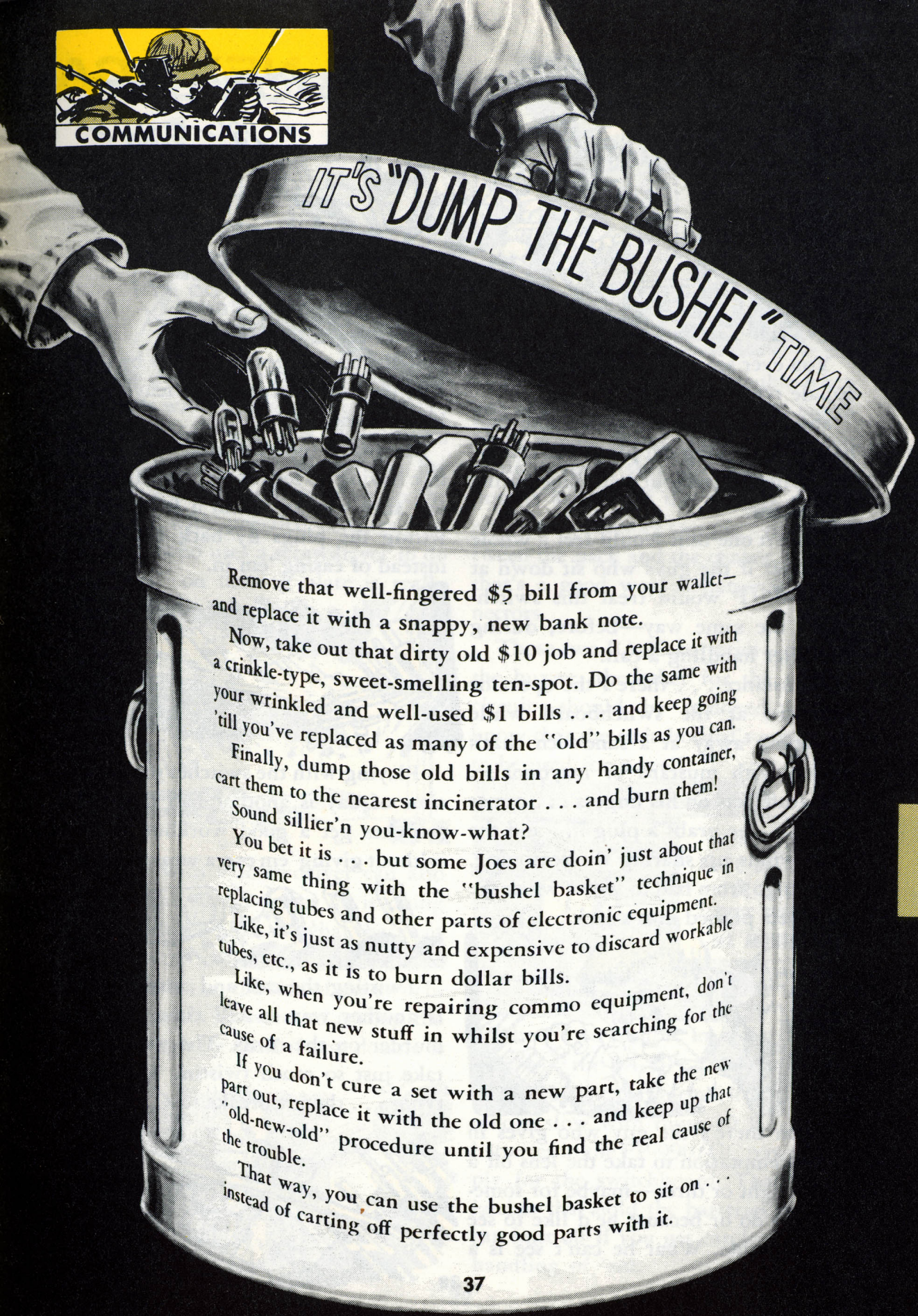
"Tell them guys at support to hurry with these fixes... I'm usin' make-do parts... I don't want to go into combat in this shape!!"

"Easy, Greasy... it's a rough road."

"Forget the tarp... these parts'll get a good goin' over at support."

"Fix in a hurry?? You're nuts... lookit this mess -- not a minor repair in the lot... and as for replacements, I'm stripped clean. Two outfits pulled this same deal on me... this is a full month's work!"


MEANWHILE, BACK AT CAMP, HERCULES AND HIS OUTFIT— UNABLE TO MOVE OUT— TRIED TO STAND OFF AN ATTACK WITH DISMAL RESULTS!
MUNI FINO HERCULINO
"Well, Hercules, you're whipped..."
AMORE, PIZZARIA, AMORE BAMBINO
"I'll give you a break, lover... you can sign on as my No. 1 boy, we..."
HEY, THIS DOGGONE PROJECTOR BLEW AGAIN. WHEN WE GETTIN' THE NEW ONE I SENT DOWN FOR MINOR REPAIR AND ADJUSTMENT?
SUPPORT SAYS, IT CAME TO THEM NEEDING MAJOR OVERHAUL. IT GOT BANGED UP IN THE TRUCK ON IT'S WAY THERE.
POP
WHAT A TIME TO BLOW!
BOOO!
BAH!
JUST AT THE GOOD PART.



Remove that well-fingered $5 bill from your wallet—and replace it with a snappy, new bank note.

Now, take out that dirty old $10 job and replace it with a crinkle-type, sweet-smelling ten-spot. Do the same with your wrinkled and well-used $1 bills . . . and keep going 'till you've replaced as many of the "old" bills as you can.

Finally, dump those old bills in any handy container, cart them to the nearest incinerator . . . and burn them!

Sound sillier'n you-know-what?

You bet it is . . . but some Joes are doin' just about that very same thing with the "bushel basket" technique in replacing tubes and other parts of electronic equipment.

Like, it's just as nutty and expensive to discard workable tubes, etc., as it is to burn dollar bills.

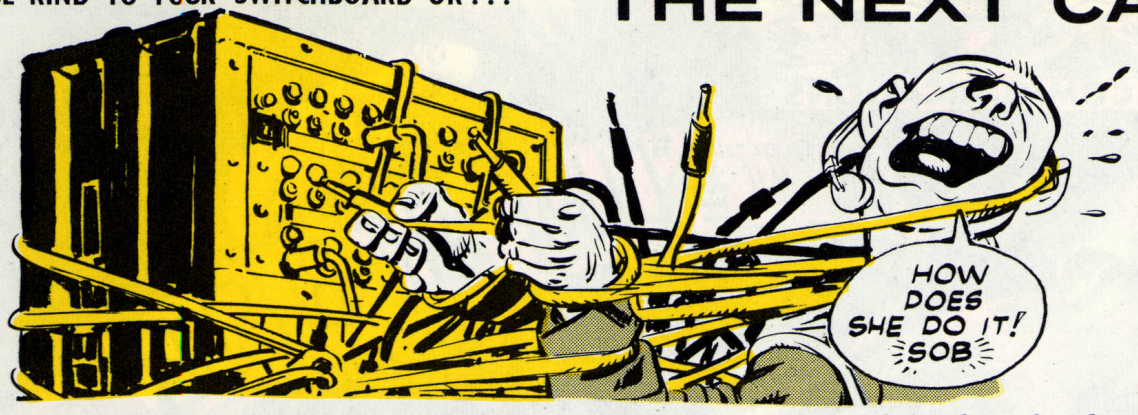
Like, when you're repairing commo equipment, don't leave all that new stuff in whilst you're searching for the cause of a failure.

If you don't cure a set with a new part, take the new part out, replace it with the old one . . . and keep up that "old-new-old" procedure until you find the real cause of the trouble.

That way, you can use the bushel basket to sit on . . . instead of carting off perfectly good parts with it.

BE KIND TO YOUR SWITCHBOARD OR . . .

THE NEXT CALL

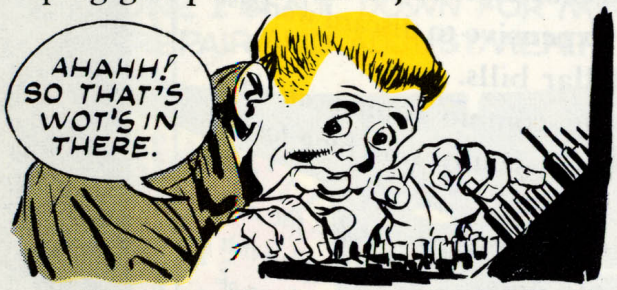


You ever see a telephone operator—female type—at work?

She can move right along, like putting in and taking out plugs and throwing switches, without bollixing up the equipment.

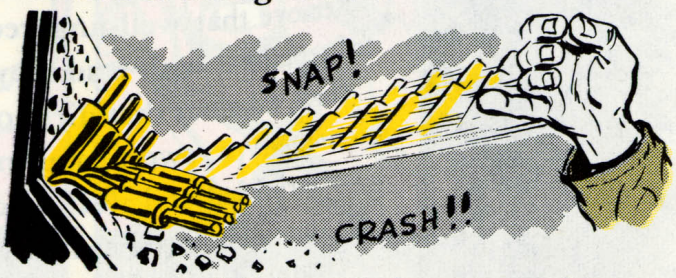
More'n one unit would feel a whole lot better if the guys who sit down at an SB-86/P would treat this switchboard the same way—before, during and after handling a call.

F'rinstance . . . there's the operator who sits at the switchboard while chomping away at a sandwich that's loaded with mustard or mayonnaise. The stuff gets on his fingers . . . comes a call . . . he grabs a plug . . . and the plug winds up sharing the seasoning. Things go from bad to worse when the plug gets pushed into a jack.



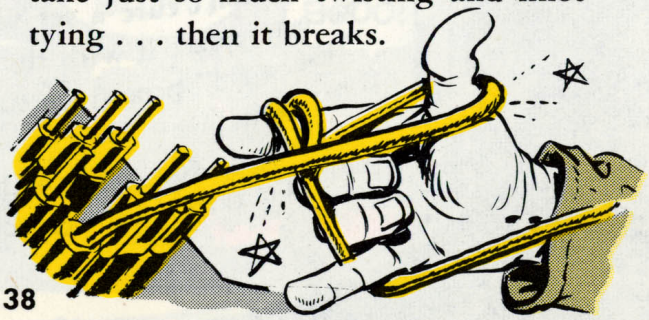
Then there's the guy who gives in to the temptation to take the lens off a signal light or three—maybe for something to do or because he'd like to see what's inside. What he can't see is a switch that can get fouled up by dust. And the dust is kept out by leaving the lenses alone.

Having a busted signal lens is just like having no lens at all. And if there's one sure way to smash a lens, it's by letting the plugs fly back into place instead of easing 'em in.



Playing with the switches to pass the time of day is another bad deal. The switches get a good workout as it is without giving 'em extra wear and tear.

Twisting the call and answer cords is another way to kill time. It's also murder on the cords. The wiring can take just so much twisting and knot-tying . . . then it breaks.



BE KIND TO YOUR SWITCHBOARD OR . . .

THE NEXT CALL MAY BE FOR YOU

You ever see a telephone operator—female type—at work?

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More'n one unit would feel a whole lot better if the guys who sit down at an SB-86/P would treat this switchboard the same way—before, during and after handling a call.

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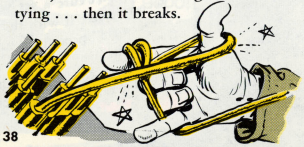
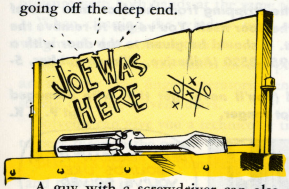
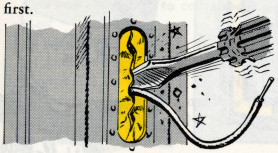


Some guys also get the urge to draw or doodle when they sit at the SB-86/P. And they pick the first thing that's handy as a drawing board—the log plate. It's bad enough messing up the log plate with penciled pictures, but the joker who uses a screwdriver to do "etchings" on the log plate is really going off the deep end.

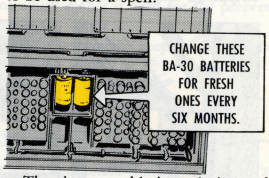


A guy with a screwdriver can also foul up the works when he is doing some wiring. This is what happens when you try to push wires through the rubber gasket on the side of the switchboard. There's no sweat to getting the wire through by itself if you double it first.



You can't get into any trouble when you replace a cord pack—if you watch what you're doing. That means you want to make sure the terminal connectors are out of the way. If they're not, the connectors can get caught between the pack and the chassis . . . and that's a good way to batter the connectors.

Those two BA-30 batteries—one for the buzzer, the other for the talking circuit—should be removed if you know that the switchboard's not going to be used for a spell.



There's no trouble in replacing and removing the BA-30's, but you can buy yourself some problems if you don't take it slow with those 10 BA-200/U batteries in the PP-990/GC power supply for the switchboard. That is, the latches that hold the batteries in place can bust off if you get careless in your handling of 'em.

MAY BE FOR YOU

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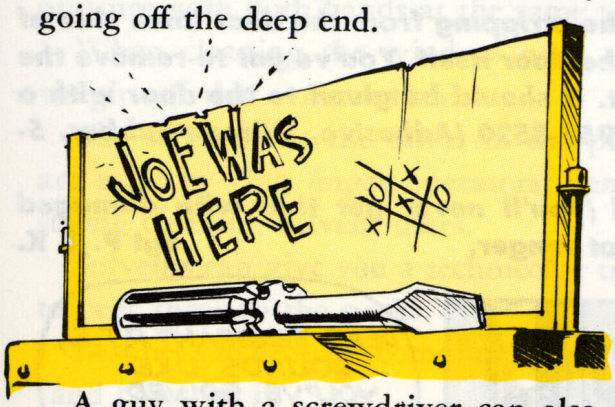

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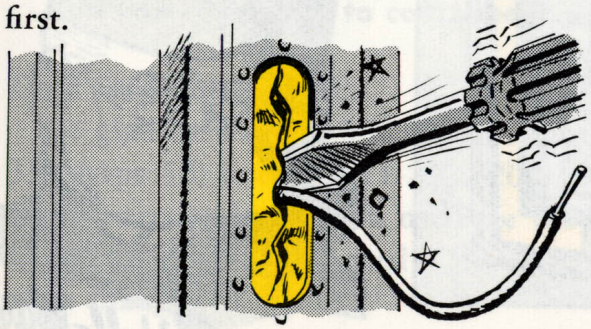

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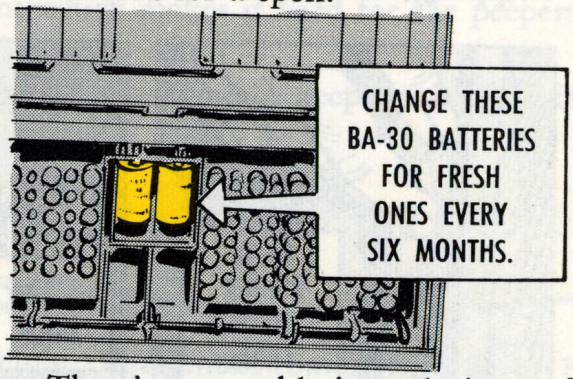

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STRIP INSIDE OUT

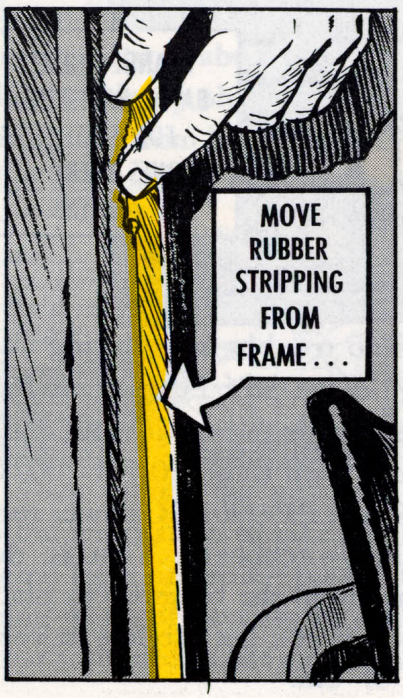
Dear Half-Mast,

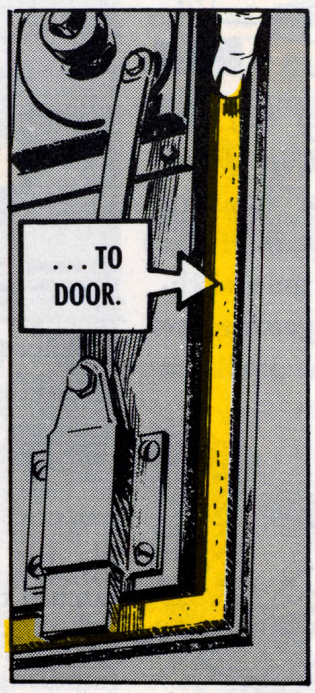
As you know, the rubber weather-stripping for the S-56 shelter doors is in a spot where the door latch and bar damages and wears it.

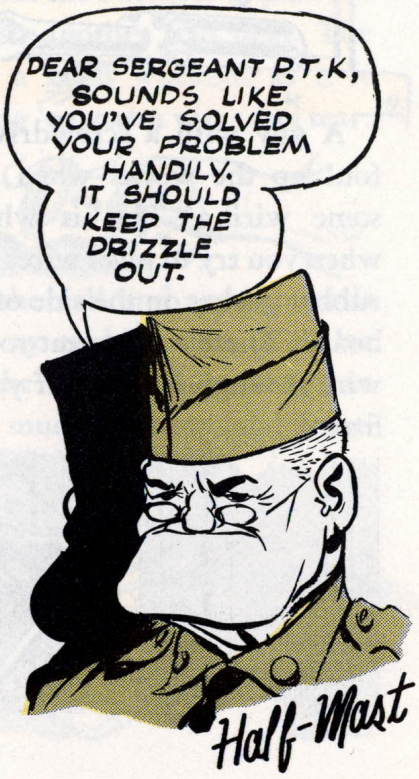
So wot to do?

We solved the problem by taking the stripping from the door latch side of the shelter wall and cementing it to the door itself. You've got to remove the rubber careful-like so's not to break it. It should be glued to the door with a good rubber cement, like FSN 8040-952-3520 (Adhesive, Silicone-Rubber, 5-ounce tube).

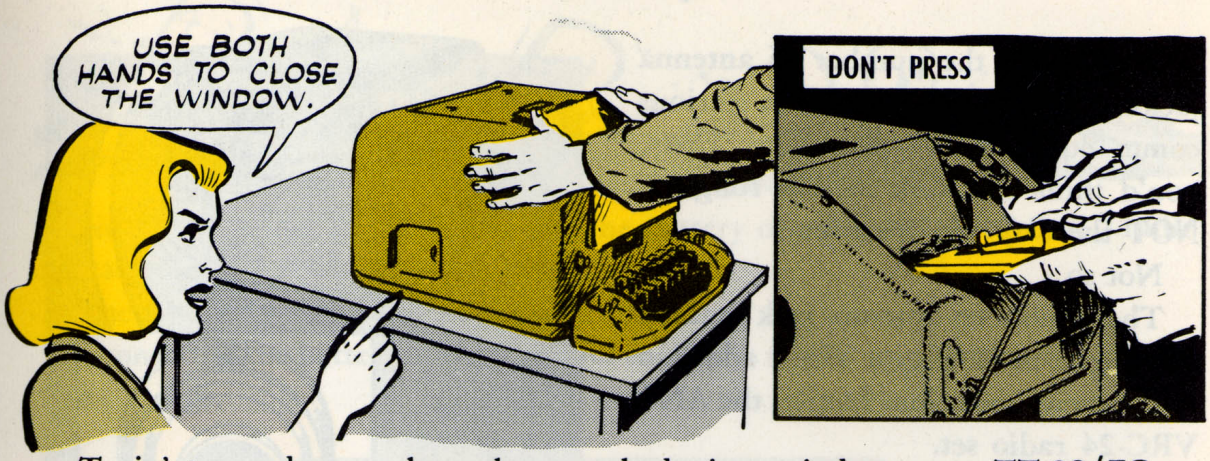
The shelter's still weather-proofed (you'll never get that with damaged stripping), and the rubber wears a lot longer. **Sgt P. T. K.**







THE CRACKED UP TT



Tryin' to read copy through a cracked view window on a TT-98/FG or similar kind of teletypewriter makes for bleary eyeballs.

The safety glass access window'll take a beating, but. . . . slamming 'er shut, puttin' strain on the pane by using one hand in an upper corner to close 'er, or using the window for an arm rest can crack it, Jack.

Close the access door by puttin' your paws at the upper corners. Use a little pressure with both hands at the same time. No sweat.

When cleaning the window with a damp cloth, wipe well but keep the weight off that wrist action.

The strain's not the same on the plexiglass windows. Their worst enemies are scratchy ring finger operators, pencil gougers, metal button scrapers and strong cleaning solvent users.

Solvents can give you a technicolor tint which makes it hard for the peepers to peer through the pane.

Best bet's to keep the communicator window crack-free by keeping the pounds and paws off it.

HOW TO EQUIP A V-17, V-18 TRUCK

Dear Half-Mast,

We're at loose ends in my unit about what equipment comes with the V-17 and V-18 telephone construction vehicles.

Can you clue us as to component parts and stock numbers?

Sgt A. B. P.

Dear Sergeant A. B. P.,

Be glad to. TB SIG 331 (Apr 58) lists the equipment for the V-17A. TB SIG 332 (Apr 58) and TM 11-2320-200-12P (10 Jun 64) list the auxiliary equipment, parts and tools you need for the V-18A. Each TB has one change.

For the trucks, you need TM 9-8022 with changes and TM 9-2320-209-20P with changes.

Half-Mast

THIS JACK CAN JILT YOU

What with the number of antenna jacks that've been around on various comm equipments these many years, you'd think it'd sink in that rough is **NOT** the way you treat 'em.

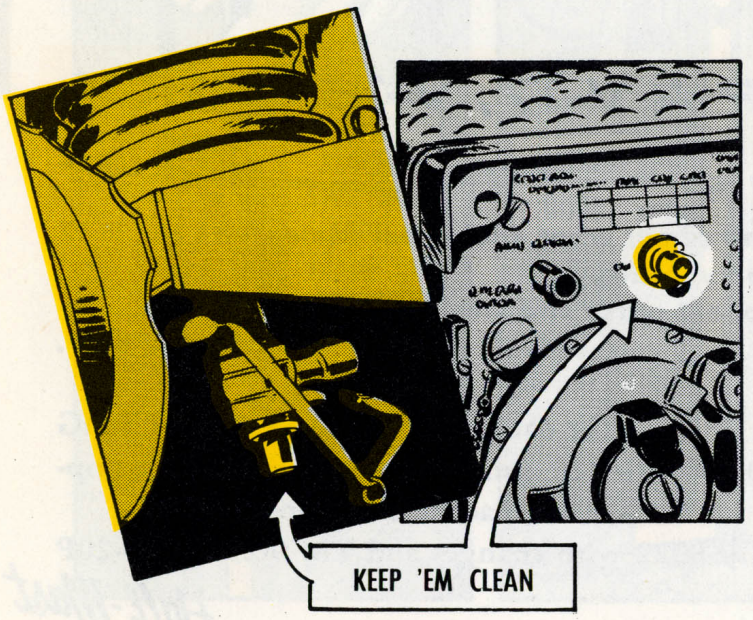
Not so.

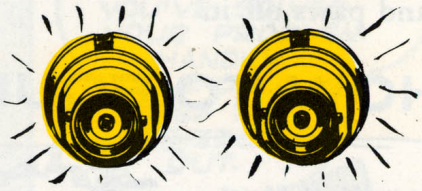
That stubborn antenna jack malady has begun to clobber a recent addition to the communications family, the AN/VRC-24 radio set.

Some Joes grab at it for a boost aboard their vehicles . . . and land a-sprawl with jack and connector in hand. Or, they pile gear on it—or snag it with gear—and do just enough of a job to break the jack or crack the insulator.

The VRC-24 jack may be larger than most, but it's the same old material and gets the same old respect. Handle gingerly—not with ginger.

KEEP THE JOINT CLEAN, JACK





A shiny bright antenna joint or jack can make the difference between good and poor transmission and reception . . . and they make good checkpoints when the message isn't getting through to . . . or from . . . you.

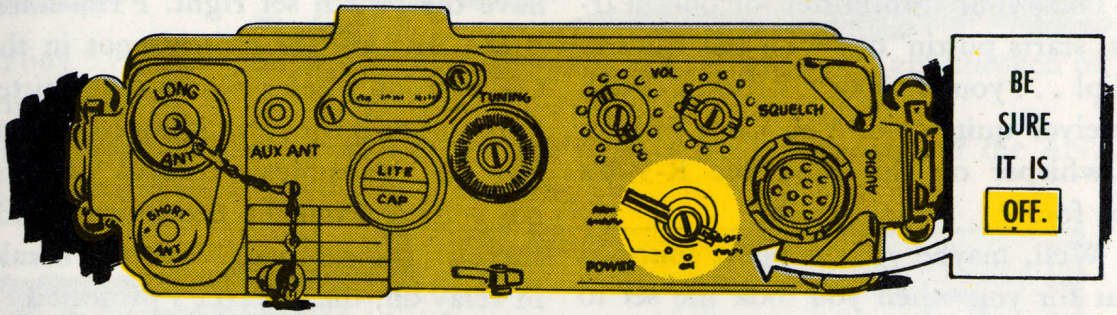
Usually, a coupla' brisk swipes with a pencil eraser'll do the job on a jack or joint.

SWITCH OFF, PLEASE

Next time you're about to connect the battery of your AN/PRC-8, -10 radio set take a quick wink at the POWER switch.

The switch should be in the OFF position.

Connecting the battery with power on can blow the IF amplifier cans—among other things.



'Bout the easiest way to tell if you've blown the IF cans is to try the squelch. Blowing the cans kills the rushing noise of the squelch. Naturally, it leaves you with a set that needs some work.

Never, Never, Never.

No, never use the cord for pulling the battery plug.

Such non-thinkers are stinkers when they stretch the cable to shorten the life line of their equipment.

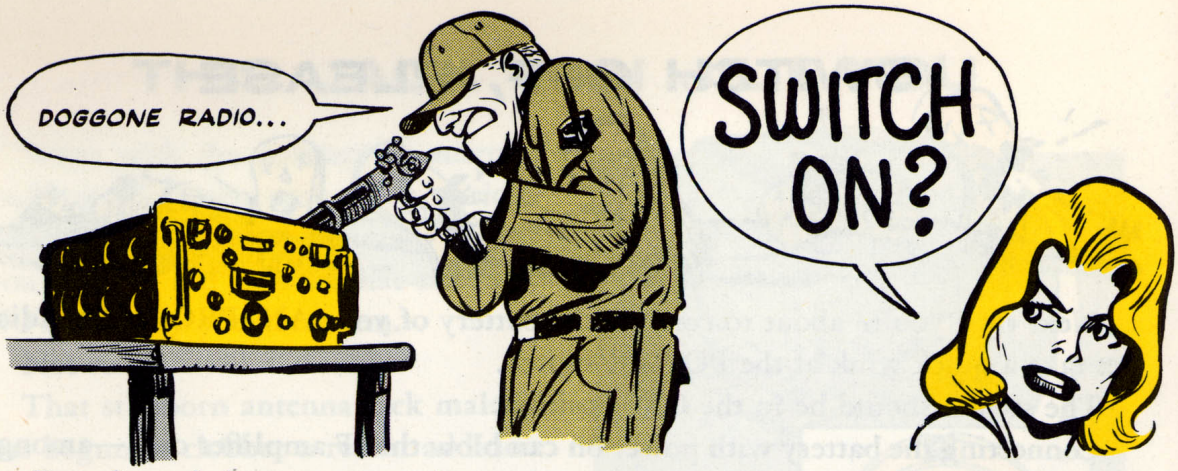
Take your AN/PRC-8 thru -10 radio sets, f'rinstance.

A coupla flips of the clips and the battery case is loose from the chassis. But, when you take to tugging 'er from there, OUCH! The cable gets groaning pains, especially around the socket.

Tuggin'll tear up the socket and plug, too. The angle of the cord's dangle puts lopsided strain on them.

And, before you can say, "Roger, Roger," you're an old codger. Your Perk'll quit talking to you. She'll pay no attention to what you say, either.

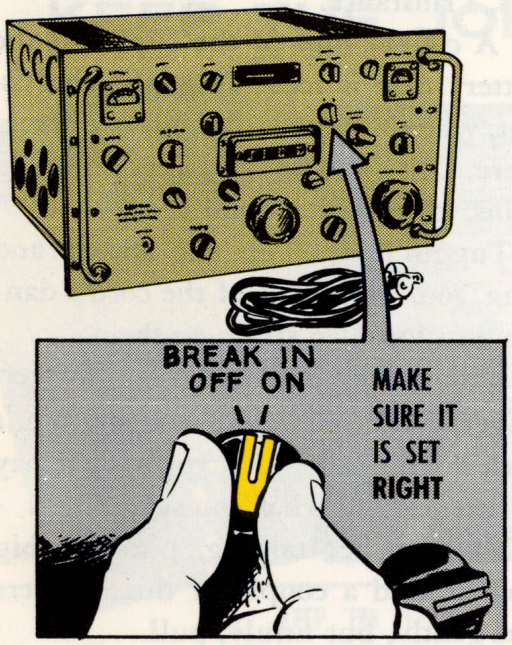
To keep her talking, put that big ring around a couple or three fingers and gently, but firmly, pull.



Ever have it happen to you?

Like, your transmitter, or one nearby, starts puttin' out with the RF and blip! . . . your R-390/URR or R-390A receiver quits cold. You can't pull in a whisper on the band the R-390's set for.

Well, maybe your support found it out for you when you took the set to the shop . . . and then again maybe you, too, noticed that the R-390's BREAK IN switch was shut off when your transmitter started clacking. The switch gives you protection when the break-in circuit is connected to the transmitter control circuit.



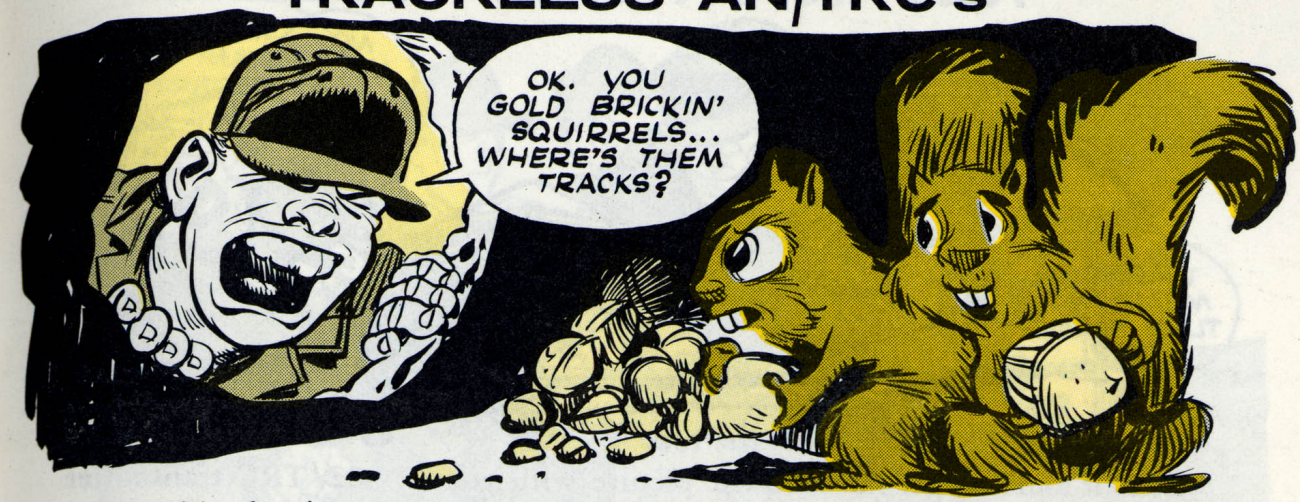
So-o-o, it's downright important to have the switch set right. F'rinstance, if the BREAK IN switch's not in the ON position when a nearby transmitter puts out, or if the relay is not connected into the transmitter control circuits, RF voltage from the transmitter feeds through the receiver. With the break-in relay on, the receiver's protected.

WITH SWITCH ON RECEIVER IS PROTECTED

When the switch is in the OFF position, RF voltage can feed back to the receiver RF coils of the R-390 and burn out the coils. Which is a round-a-bout way to get to the reason why you couldn't receive on the band setting you were in when the damage happened.

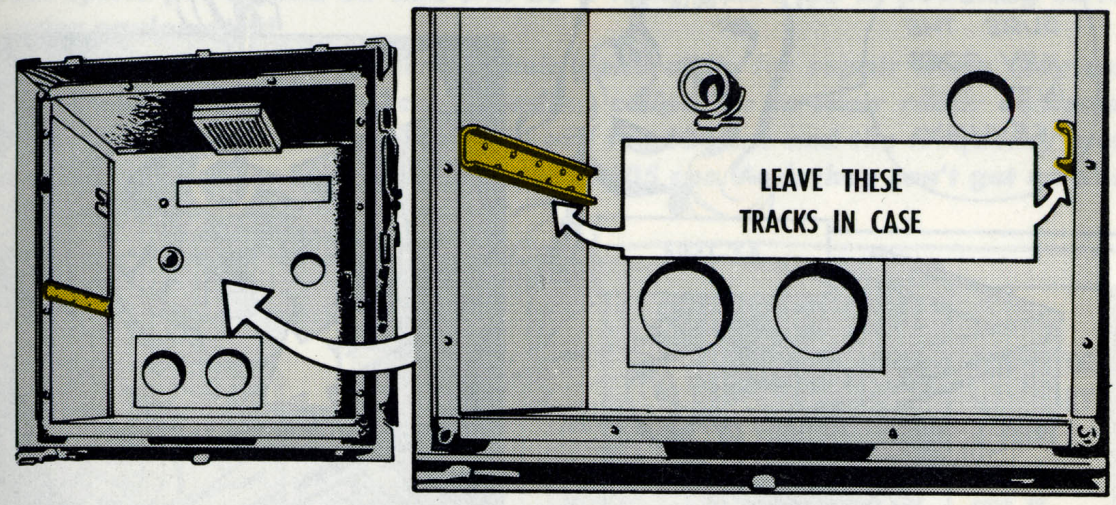
And, a final point: To cut out the receiver during transmission—when the break-in relay is connected to the transmitter control circuits—the switch has to be on.

TRACKLESS AN/TRC's



Your Track-24 components need their tracks so's they won't get knocked off their trolley.

The tracks are in the cases which house most of the components of the AN/TRC-24 radio set and other such animals.



Like a squirrel stores nuts for the winter, some Joes remove and hoard the tracks whenever they turn in the cases, or the case and component, for repair. This could leave the T-302 transmitter, the R-417 receiver, or whatever, with no place to go.

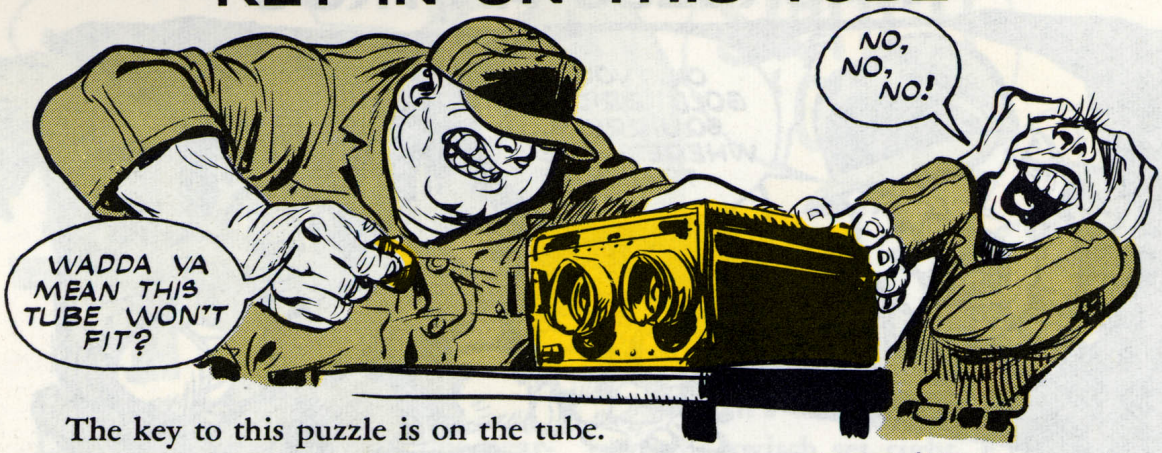
Since the CY-1341, or the CY-1339, and so forth gotta have the tracks so's the components can ride in and out, these "squirrels" give their support the problem of how to scrounge new tracks.

Sometimes it's not easy—and sometimes support has to salvage an otherwise usable case for want of a track.

So-o-o, removing a track till your case gets back might mean that you'll just never see the case again. In which case saving the track "just in case," can make for a mighty expensive case.

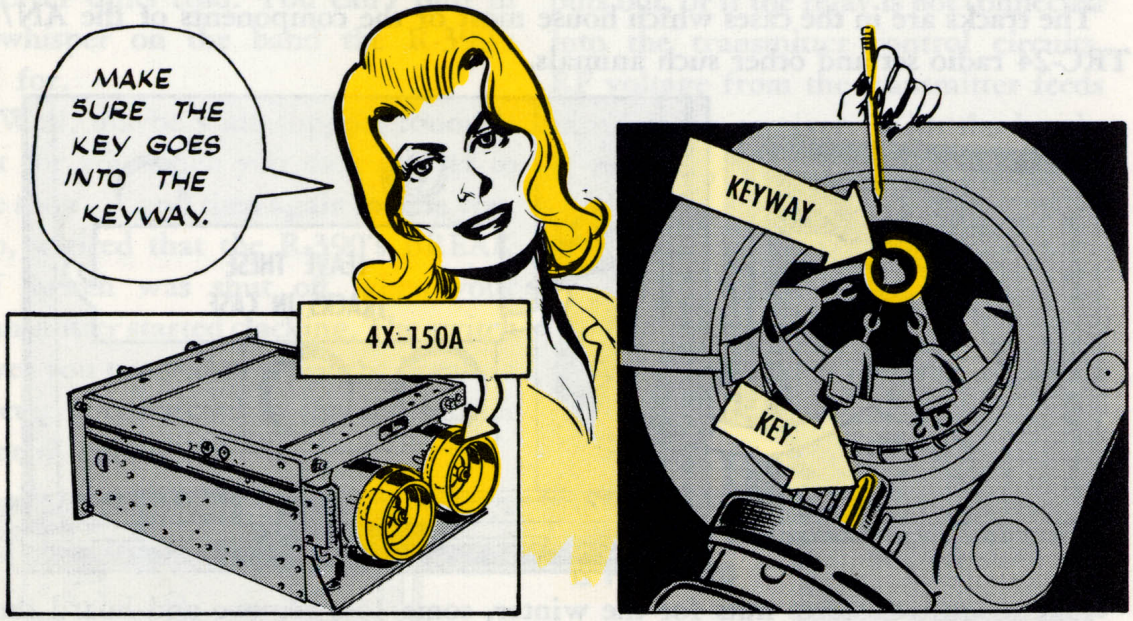
Don't be a squirrel.

KEY IN ON THIS TUBE



The key to this puzzle is on the tube.

Find it and you get the complete picture with your T-302/TRC transmitter and with some of the amplifiers used with Radio Sets AN/TRC-24, AN/GRC-75, AN/GRC-78 and AN/GRC-81.



Ignore it and you can knock any one of those sets completely out of the picture.

The clues: Focus in on the 4X-150A tube (it also goes by V110 in the T-302 and V1 in the AM-912, AM-915, AM-1178 and AM-1180).

See the key on the side, just above the pins? Use it, and there's no more puzzle. It's the prime factor in installing the tube.

The key goes into the keyway of the tube socket (again, V110 or V1).

To avoid damage to the socket, square up the key and keyway slot before you press the tube into place.

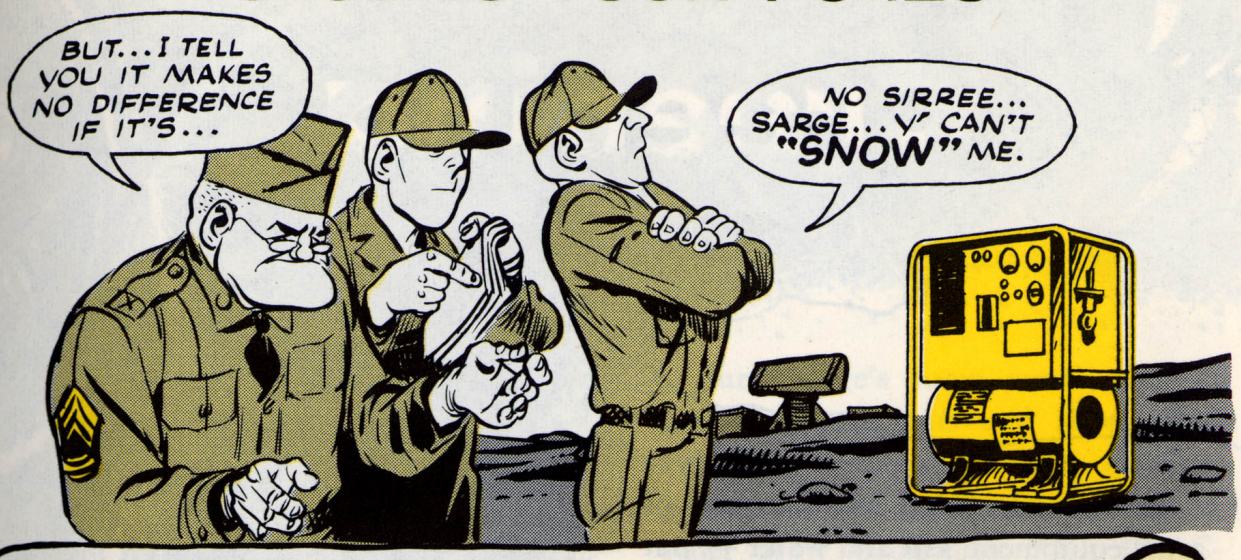
Another clue: Never rotate the tube after the key's positioned.

Finally, after pushing the tube in squarely, you'll feel it snap in place.

Then, and not before, rotate the tube retainer over the top of the tube.

Puzzle solved? Fine. So spread the word on the solution.

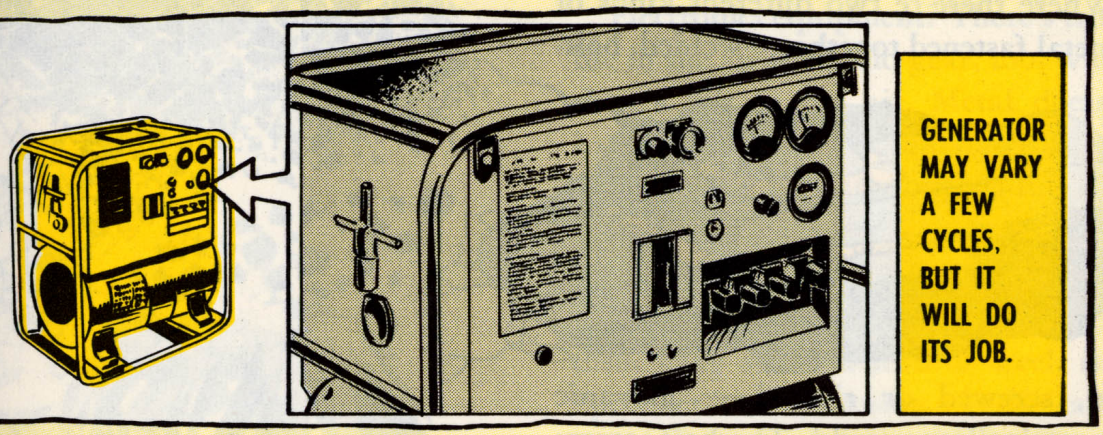
CYCLING YOUR PU-126



Dear Half-Mast,

Halp! Get the word out that the PU-126/U motor generator set can be a few cycles per second off and still do a right smart job in powering certain radar equipments!

We've got users who turn in their generators for repair when they can't get the exact cycles per second reading called for in their radar equipment TM's. Like, maybe their manual will call for 400 cps and the frequency meter reading of the generator will be pushing 405 cps. And, they can't get an exact 400 cps reading.



Fact is, the reading'll be higher every time—402-407 cps, f'rinstance. Same deal for higher readings, with less load or no-load. It's the nature of the generator to vary a few cycles, but it doesn't affect the generator's job.

There's nothing wrong with 'em, in other words, so they shouldn't be brought in for repair for that reason.

Sgt H. H.

Dear Sergeant H. H.,

You are so right. If there be any doubters, let 'em feast their eyes on page 7 and para 52f, page 63 of TM 11-910.

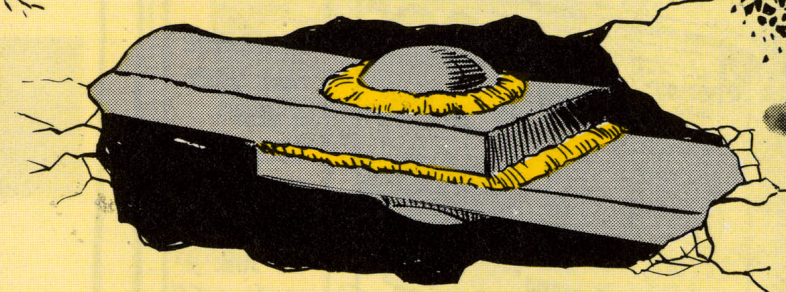
Half-Mast

Creeping

In operation and maintenance of army equipment, salt and water — put together - become a creepy, crawly monster, a MONSTER FROM THE SEA!

To get corrosion of metal — you need only moisture and oxygen. Add a pinch of salt and corrosion shifts into high gear.

Like cancer, corrosion destroys as it spreads steadily across, into and under. Where there're two different kinds of metal fastened together—welded, bolted, screwed or riveted — "galvanic corrosion" goes wild. The bolt, screw or rivet may be the "different" metal in many cases.



AND WHAT PIECE OF ARMY EQUIPMENT DOESN'T HAVE METAL IN IT SOMEWHERE? It can be any one of 50 or more metals, either basic metals or combinations of them (alloys).

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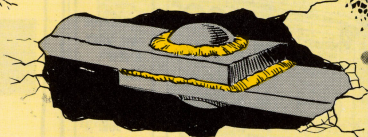

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Sure, there's some metal even in helmet liners, tents and shoes. But, vehicles, weapons, aircraft, missiles, generators and hundreds of pieces of other army equipment ARE PRACTICALLY ALL METAL.

Electronics equipment? There's trouble in the air for radio gear, too, when there's salt in the air. Metal doesn't have to be dunked in salt water to feel the gnawing of water-oxygen-salt corrosion.

CHANGE WEAKENS METAL

What is corrosion? Rust, that reddish, flaky stuff on iron or steel, is a "product" of corrosion. Technically, metal isn't really DESTROYED by corrosion—it's CHANGED to another form. Corrosion changes magnesium and aluminum to a white or grayish powder. That green or black coating on electrical contacts is what corrosion makes from copper or brass.

Always starting on the surface, corrosion weakens the metal more and

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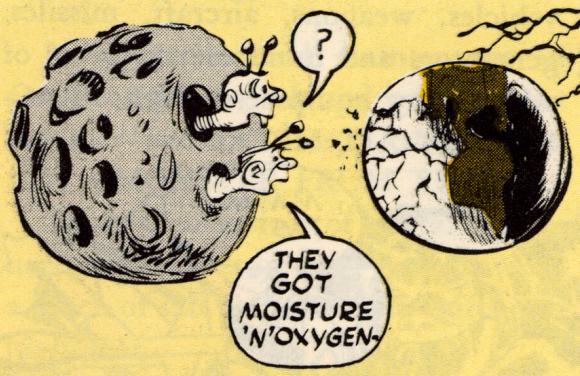
Always starting on the surface, corrosion weakens the metal more and

PS MORE

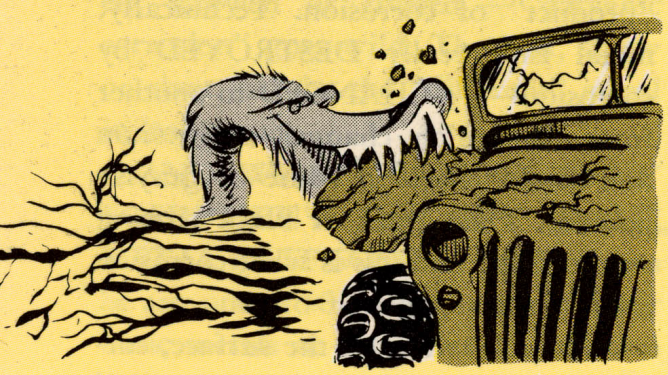
more as it spreads. It causes structural and electrical failure, resulting in delays, costly replacement of parts and, sometimes, even injury or death to personnel.

IT'S ALL AROUND

How does corrosion get started? There's got to be moisture and oxygen or there's no corrosion. Go to the moon and you probably won't have to worry about corrosion, but today's army isn't going anyplace where there's not SOME moisture and SOME oxygen.



Ever see or hear tell how the acid electrolyte in a storage battery "eats up" the lead plates? Plain ole' moisture and oxygen are the "electrolyte" when corrosion turns a truck fender into a hunk o' rust. Salt soups-up the water-oxygen electrolyte. Jack up the temperature, like in the tropics, and y'got a first-class "operation corrosion."



Where paint's missing—or even just cracked, blistered, soft or loose—salt water puts the bite on. The same happens where oil, grease or other protective coatings have been neglected. Let salt or salt water sit long enough—EVEN ON A PROTECTED METAL SURFACE—and it'll settle down for a meal o' metal!

SALT WATER CAN'T GET TO METAL UNLESS IT'S ALLOWED TO.

FIRST LINE OF DEFENSE

So, how does the army fight one of its biggest enemies, CORROSION? First off—like in any battle—WITH THE GUYS WHO ARE THE ARMY, especially the guys who operate and handle the equipment. It's up to each man to fight off the stuff that makes corrosion or to catch it quick if it does get a start.

Farther up the line, powerful cleaners can be used to lift out corrosion, and parts beyond hope can be replaced, but this is time and money spent on repairing what should have been better protected in the first place.

Why not just keep equipment a safe distance from salt water? We can't do that and have the most ready army in the world. But, you can keep salt water a safe distance from your equipment. Washed clean off is a safe distance, and the thickness of a GOOD coat of paint or lubricant is a big help.

FORDING FOLLOW-UP

Any equipment that can be washed, SHOULD BE—with fresh water and

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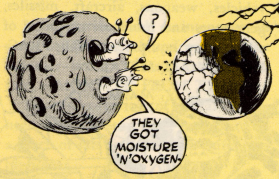

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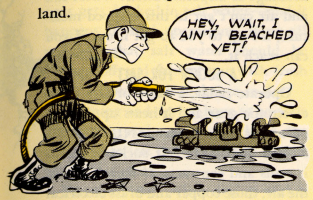
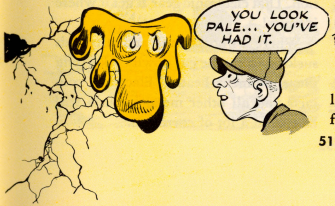


Oil and grease HELP fight the bite of corrosion, but even they can't hold up for long after a vehicle has been run through salt water. A complete "pull

down"—especially cleaning and repacking of wheel bearings—is a MUST after fording. Other lubrication points that have been dunked MUST GET IMMEDIATE ATTENTION.

Water doesn't have an easy time getting to metal through GAA grease. A special inhibitor in the grease holds moisture in suspension. This'll give the grease a milky coloring. Under normal operating conditions this milky look doesn't mean the grease needs replacing before the LO calls for it. But, a salt water dousing is not a normal operating condition, so that contaminated grease has to go!



Crankcase draining and refilling is needed more often in salt water areas. Every operator knows that a gasoline or diesel engine picks up condensation in its crankcase. When the air pulled into an engine carries salt in with it, YOU GET SALT WATER IN YOUR OIL. If allowed to circulate in your engine, this salt water jumps at the chance to attack bearings and all other exposed metal.

PENNIES OR DOLLARS?

Yeah, there's a lot of time, work and expense in good preventive maintenance, but it can be measured in ounces compared to the cost of cure.

Like that tank battalion after a landing exercise on one of our tropical islands. The tanks weren't pulled down for cleaning and new lube after their run through salt water. Corrosion got into the metal around nylon bearings in the suspension systems. A year later $1,400 WAS SPENT ON EACH OF THESE TANKS TO REPLACE PARTS RUINED BY CORROSION!

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MORE

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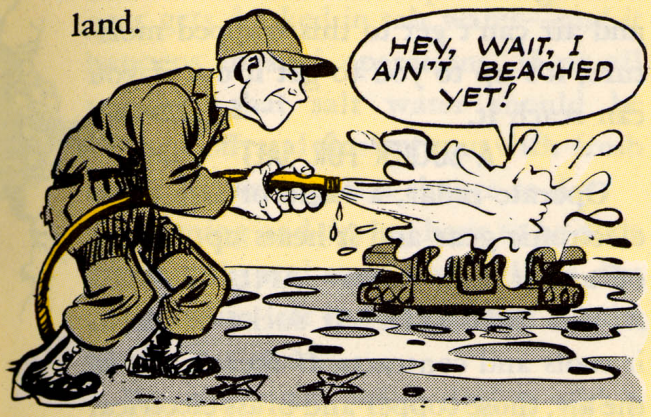

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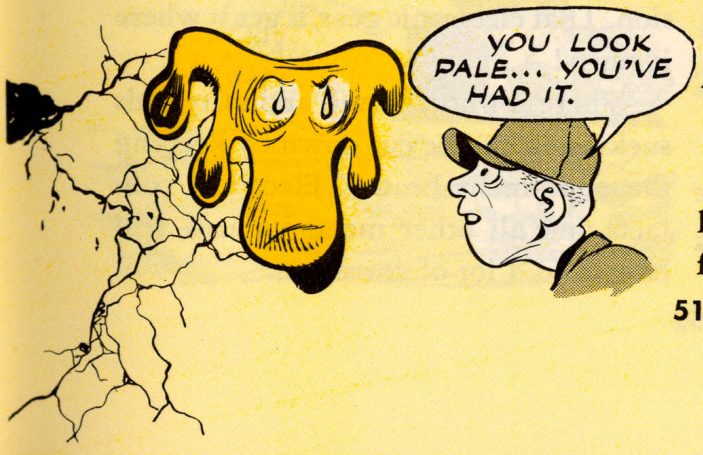

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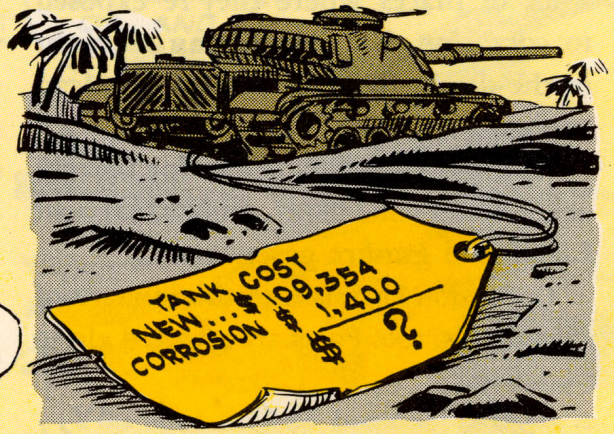

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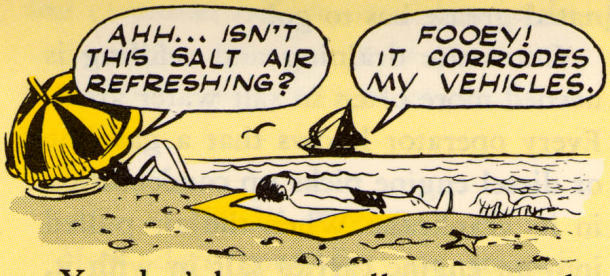
PS MORE

CHASE IT WITH A WASH



You don't have to wallow your tank or truck in salt water to start it down the road to high-speed corrosion. Just a stiff breeze off the ocean can carry enough spray to give your equipment a heavy dose of salt. You can SEE it when it dries to a white haze or powder. That's the next worst thing to dunking your equipment right in salt water. IT'S GOT TO BE KEPT CLEANED OFF. The more often metal is cleaned, the less possibility of corrosion.

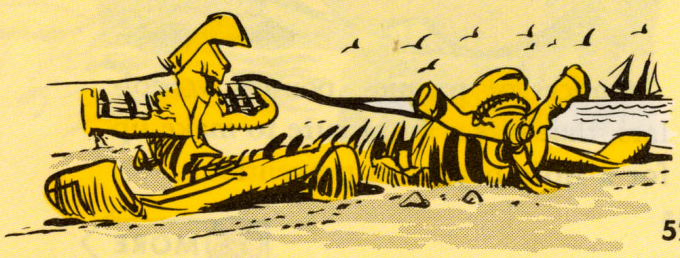
This salt-in-the-air goes beyond vehicles. Ocean breezes carry miles—to generators, missiles, aircraft and radios. You name it, YOU'VE GOT IT.

PITFALLS FOR PLANES

Those flying machines get around to a lot of places where they're exposed to corrosion, but just sitting at night in the dew will cause pitting of Alcad surfaces.

And they're sittin' ducks for battery acids, relief tube spray, smoke, exhaust fumes and gunfire gases.

Corrosion crawls into the innards of these birds, too. Parts are affected along with sections where foreign matter or moisture may collect due to improper drainage or disposal outlets. Where sun and air can't get to this trapped moisture, it's up to you to get it out if you can reach it.



A SUCKER FOR SALT

Operate radar, a radio or any other electronic gear and it heats up. Shut it off and it cools down—AND "TAKES A BIG BREATH." It sucks in air as it cools and contracts. If there's salt in the air, those copper and brass electrical

contacts—and a lot of other unprotected metal—are duck soup for corrosion. That electronic gear'll get it where it hurts!

Where it's hot, humid and salty, this sucking-in can be cut down by keeping the equipment heated. Electrical contacts and all other metal innards will be spared a lot of corrosion.

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FLUSH AND DRY

Fast action's called for if a radio or other piece of electrical or electronic gear gets dunked in salt water—and it happens in surf operations. If at all possible, that salt water should be washed off and flushed out with fresh water before it gets a chance to dry.

Cleaning and drying have to be done thoroughly and carefully. A little dirt or moisture left inside can foul up the works but quick!

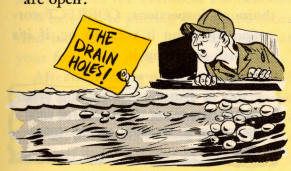
Pat, don't rub, when drying with a clean, absorbent cloth. Compressed air's OK, too, if you take it real easy. If you're out in the field and a hot box isn't handy, rig up some light bulbs in a tent or a box for drying. Watch out for too much heat if drying in the sun.

Make sure all the moisture's out before turning the set on.

OUTFLANKED—BUT NOT OUTFOXED

So, you're on the ball. You wash your tank or truck off with PLENTY OF FRESH WATER right after fording—being mighty careful, of course, not to douse wiring or other parts that don't cotton to water.

You search in, under and around for those little nooks and crannies where salt water might be hiding out, and you flush it out. You make sure drain holes are open.

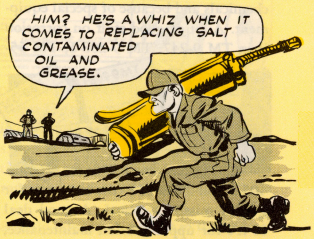


You use the right solvents and cleaners so you get rid of salt and dirt without causing as much damage as corrosion would. You know that ordinary dirt holds moisture—including the salty kind—so you keep everything spic 'n' span.

You're right in there with the paint to touch up fresh scratches and gouges before corrosion sinks its teeth into that bare metal.

No salt's going to get by you—not for very long, anyway.

But, suppose it does!



You spot a little crust o' rust on a fender, wheel, panel or other part. Or it's a whitish or gray powdery coating on magnesium or aluminum. Maybe

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So, you're on the ball. You wash your tank or truck off with PLENTY OF FRESH WATER right after fording—being mighty careful, of course, not to douse wiring or other parts that don't cotton to water.

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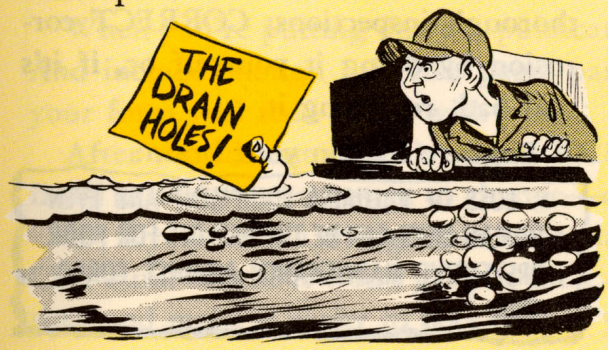
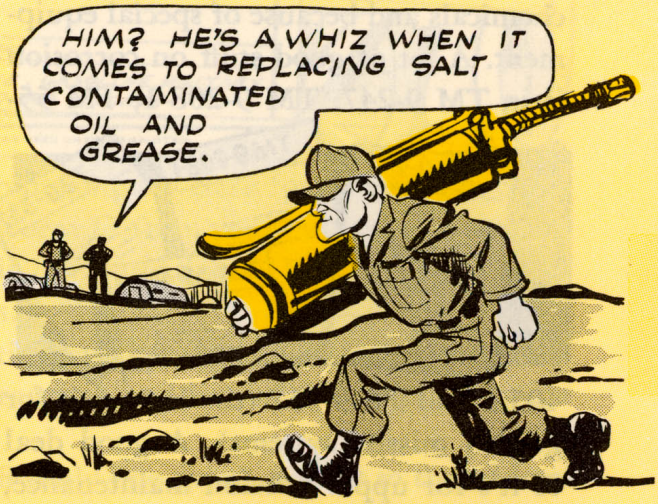


You use the right solvents and cleaners so you get rid of salt and dirt without causing as much damage as corrosion would. You know that ordinary dirt holds moisture—including the salty kind—so you keep everything spic 'n' span.

You're right in there with the paint to touch up fresh scratches and gouges before corrosion sinks its teeth into that bare metal.

No salt's going to get by you—not for very long, anyway.

But, suppose it does!

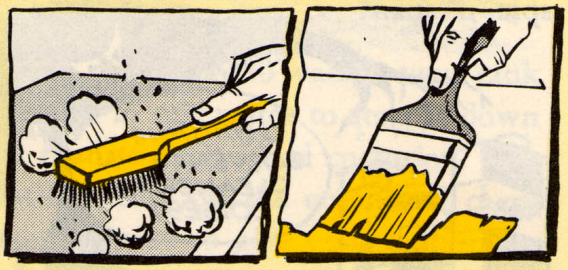


You spot a little crust o' rust on a fender, wheel, panel or other part. Or it's a whitish or gray powdery coating on magnesium or aluminum. Maybe

MORE

you poked a suspicious-looking place in the paint job with a sharp, pointed tool (Take it easy there, Boy!) and found a bad spot in the metal.

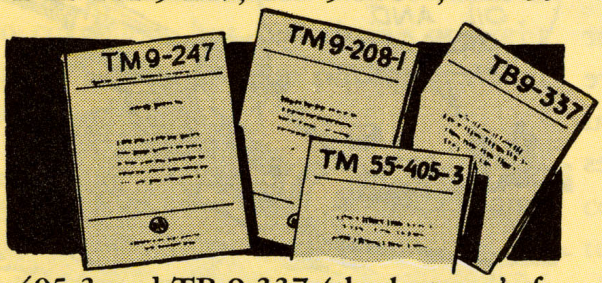
Now you throw in the reserves—not the towel! You haul out the scraper,



wire brush, sandpaper, cleaner and the paint or whatever grease or protective coating's called for. Your equipment may still be a long way from going up the line for replacement of a part ruined by corrosion.

You get rid of the corrosion that's started, and, if you go about it the right way, you make sure corrosion doesn't get in another crack at the same place.

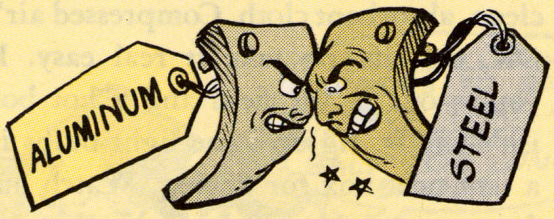
Some cleaning and treatment methods are strictly up-the-line jobs because of mixing and handling dangerous chemicals and because of special equipment. A lot of good stuff on corrosion is in TM 9-247, TM 9-208-1, TM 55-



405-3 and TB 9-337 (the last one's for guided missile systems). A good deal of it's for upper echelon maintenance, but there's useful info in these for operators, too. You can get the rep as "that guy who knows all about corrosion."

Find out the easy way—by reading, instead of sad experience—that ANY METAL SURFACE HAS TO BE ABSOLUTELY CLEAN AND DRY BEFORE YOU PUT ON GREASE OR PAINT OR OTHER PROTECTIVE COATING. Goof up on this and you just seal in the stuff that causes corrosion. It'll keep right on eatin' up the metal and you'll have a hard time spottin' it because it's covered up.

Remember, too, about what "different" metals can do to each other, so use



a stainless steel wire brush and aluminum wool for cleaning magnesium and aluminum or you'll wind up pushing "different" metal right into 'em. And easy on the scraper with magnesium and aluminum. They're soft and some-

times thin, and you could take off too much metal.

Three points to write on the inside of your head are PREVENT corrosion by washing, painting and lubricating; DETECT corrosion by frequent and thorough inspections; CORRECT corrosion by doing it yourself or, if it's real bad, reporting it.

Engrave this on your brain:

LOSS OF VALUABLE EQUIPMENT AND EVEN HUMAN LIVES CAN BE THE PAY-OFF FOR POOR PREVENTIVE MAINTENANCE AGAINST CORROSION.

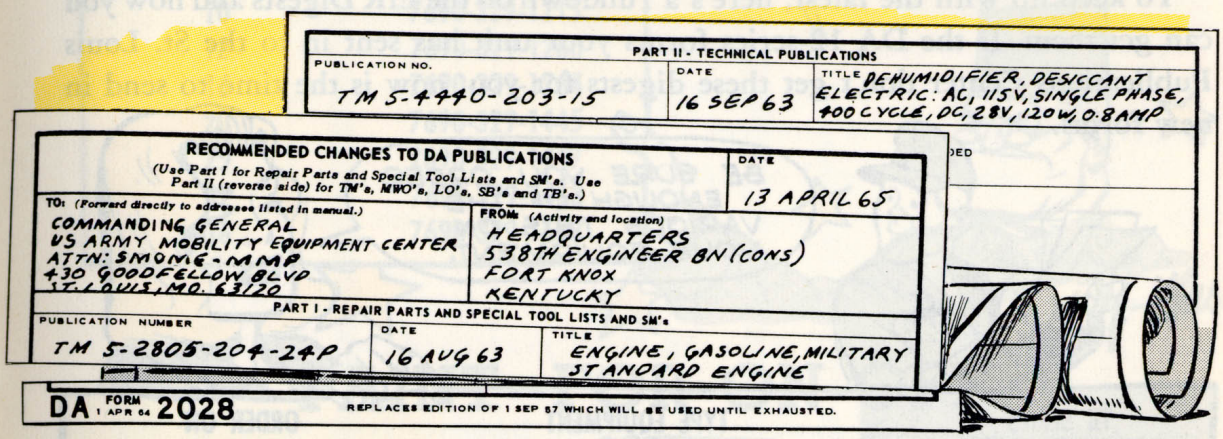
PS END

YOUR CARRIER PIGEON

Remember reading about how a pigeon named Cher Ami carried a message that saved a battalion back in the First War?

Now, there are other ways to carry messages.

Like, if you want to tell about an error—or if you have an idea for improving one of your pubs—use a DA Form 2028, "Recommended Changes to DA Publications," to carry your message direct to the people who wrote the pub.



PART II - TECHNICAL PUBLICATIONS

PUBLICATION NO.	DATE	TITLE
TM 5-4440-203-15	16 SEP 63	DEHUMIDIFIER, DESICCANT ELECTRIC: AC, 115V, SINGLE PHASE, 400 CYCLE, DC, 28V, 120W, 0.8AMP

RECOMMENDED CHANGES TO DA PUBLICATIONS

(Use Part I for Repair Parts and Special Tool Lists and SM's. Use Part II (reverse side) for TM's, MWO's, LO's, SB's and TB's.)

DATE: 13 APRIL 65

TO: (Forward directly to addressee listed in manual.)
COMMANDING GENERAL
US ARMY MOBILITY EQUIPMENT CENTER
ATTN: SMOME-MMP
4300 GOODFELLOW BLVD
ST. LOUIS, MO. 63120

FROM: (Activity and location)
HEADQUARTERS
538TH ENGINEER BN (CONS)
FORT KNOX
KENTUCKY

PART I - REPAIR PARTS AND SPECIAL TOOL LISTS AND SM's

PUBLICATION NUMBER	DATE	TITLE
TM 5-2805-204-24P	16 AUG 63	ENGINE, GASOLINE, MILITARY STANDARD ENGINE

DA FORM 1 APR 64 2028 REPLACES EDITION OF 1 SEP 57 WHICH WILL BE USED UNTIL EXHAUSTED.

If you don't have a Form 2028, ask your company clerk for one. He can order forms just like he does manuals...on DA Form 17 from your outfit's pubs section.

The Form 2028 has one side for Repair Parts and Special Tool Lists and SM's and the other for Technical Publications.

When you're putting down a publication number, be sure to include its date. And include enough info like page, paragraph and line so the people who get your form will read along with you.

After you fill out your DA Form 2028 (only one copy), send it to the address listed in the pub you want to change—direct.

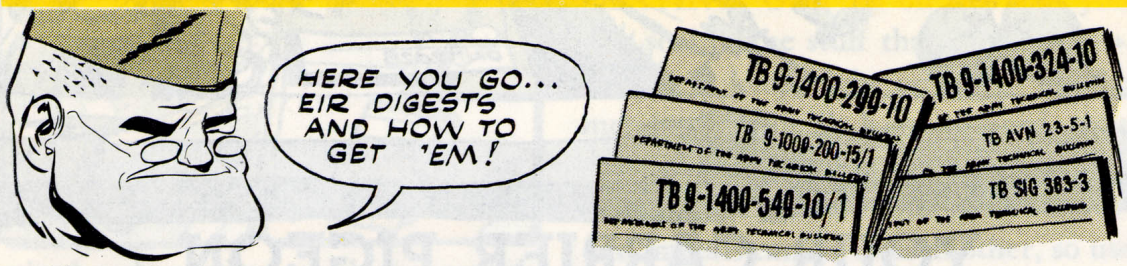
So, if you think a change should be made in a pub, let your Form 2028 be your Cher Ami. Maybe it won't get you the Croix de Guerre, but it'll get the message thru and make it easier to take care of your equipment.

REQUIREMENTS FOR INITIAL DISTRIBUTION OF ARMY AVIATION PUBLICATIONS (AR 310-1)	DATE 6 Sep 65	TYPE OF REQUISITION ☐ INITIAL ☐ CHANGE ☒ REVISION
	ACCOUNT NUMBER 2309	

INSTRUCTIONS: THIS FORM WILL BE COMPLETED IN ACCORDANCE WITH INSTRUCTIONS ON REVERSE SIDE.

HERE'S HOW TO GET 'EM...

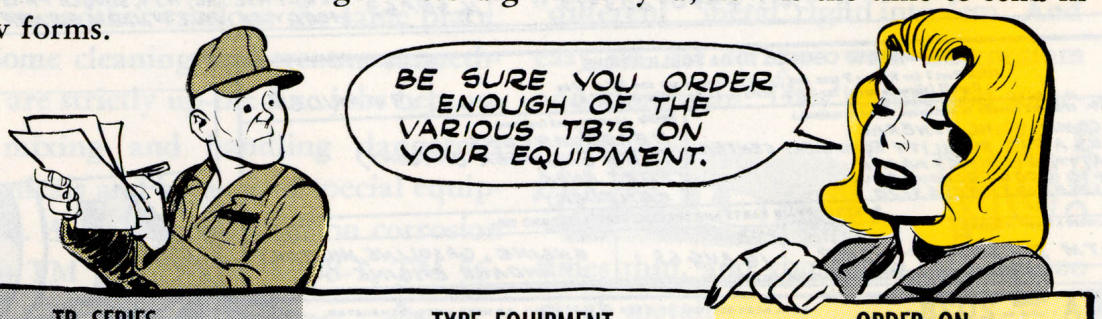
THOSE EIR DIGESTS



About the hottest items coming out these days are the Equipment Improvement Report and Maintenance Digests (EIR Digests).

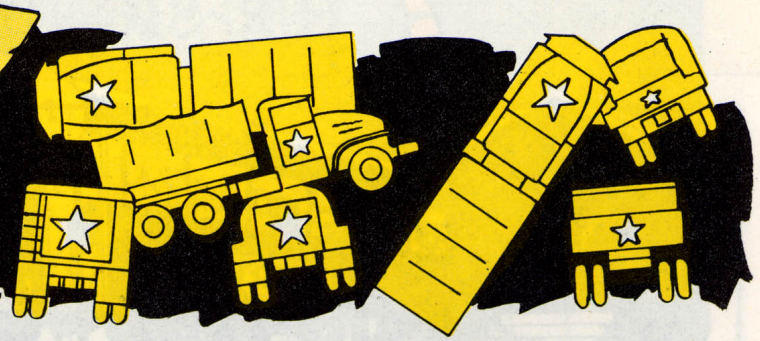
The engineers and design guys have been looking over all the EIR's that you shoot at them. When they've got the word on a batch of problems, they whip together a technical bulletin which the Army prints up and sends out so you'll know what's cookin' on your equipment.

To keep up with the latest, here's a rundown on the EIR Digests and how you can get them. If the DA 12-series forms your unit has sent in to the St. Louis Publications Center don't get these digests for you, now is the time to send in new forms.



TB SERIES	TYPE EQUIPMENT	ORDER ON (For Automatic Distribution)
TB 3-600-Series	CBR items	DA Form 12-34 (Write-in entry)
TB 750-932-1	Generators, compressors, MHE, tractors, etc.	DA Form 12-9
TB 9-1000-200-15	Weapons, artillery, Fire control items	DA Form 12-34 (Write-in entry)
TB 9-1400-Series	Missile equipment	DA Form 12-32
TB 750-933-1	Trucks, tanks, personnel carriers	(Formula Distribution)
TB SIG 363-Series	Communications, Electronics (except missile)	DA Form 12-34 (Write-in entry)
TB 750-931-1/1 thru 17	Aircraft	DA Form 12-31

TWINKLE, TWINKLE LITTLE STAR



Dear Half-Mast,

AR 746-5 (30 Jun 64), "Marking and Packing of Supplies and Equipment, Color and Marking of Army Materiel," says, a white 5-pointed star will be marked on all tactical and combat vehicles.

Are there star decals for this symbol? If so can you give me the FSN's?

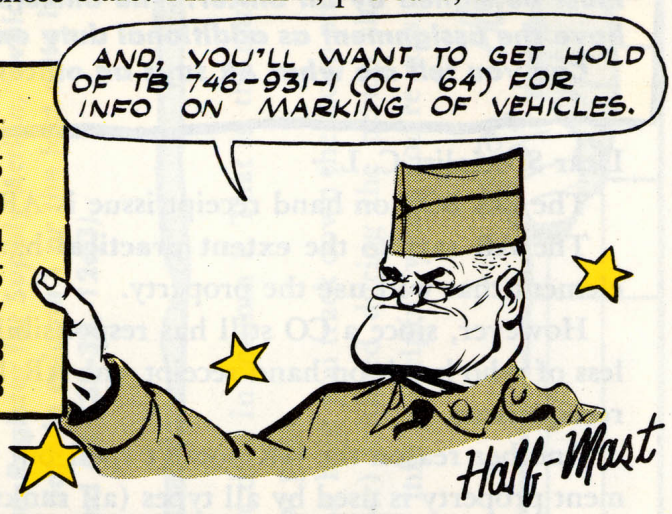
Sgt E. M. V.

Dear Sergeant E. M. V.,

There are star decals available and you can use them instead of paint.

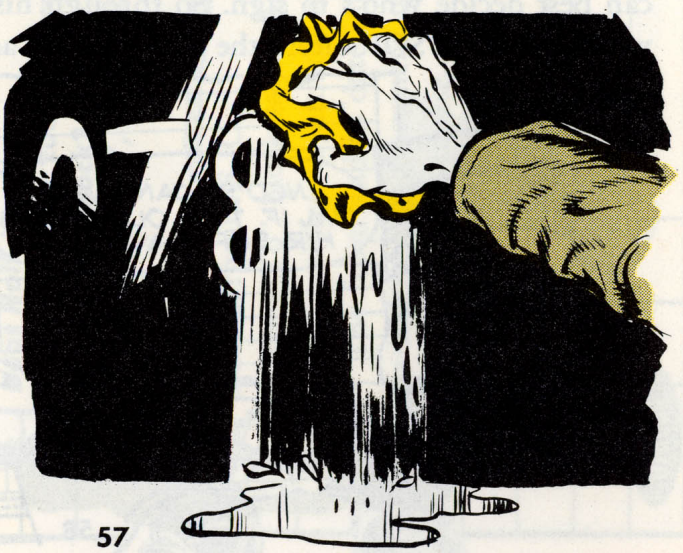
Here're the FSN's for some of those stars: MARKER, pressure, sensitive adhesive, white, "STAR 5 POINT".

Height, Inches	FSN
6	7690-329-1125
10	7690-329-1215
12	7690-329-1260
16	7690-329-1264
20	7690-329-1445
25	7690-329-1447
32	7690-329-1463
36	7690-329-1628



PAINT--FOR ON-OFF

If you've been looking for that gasoline-soluble paint for markings on your vehicles and other rolling equipment called for by AR 746-5, here it is: Paint, temporary, white (insignia), FSN 8010-597-8238 for 1-gal can (in paste form). You'll find it in Federal Catalog C8000-IL-A (1 Apr 65) and in the GSA Catalog (Dec 64).



Dear Half-Mast,

In a TOE outfit, can hand receipts covering property issued to the various sections (platoons, maintenance section, mess section, etc.) be signed by the NCOIC?

We've always had the noncom sign, but now I'm told that hand receipts must be signed by an officer. (The officers assigned to some of our sections have the assignment as additional duty only.)

Can you tell me what AR says an officer must sign H/R's?

SP 5 C. L.

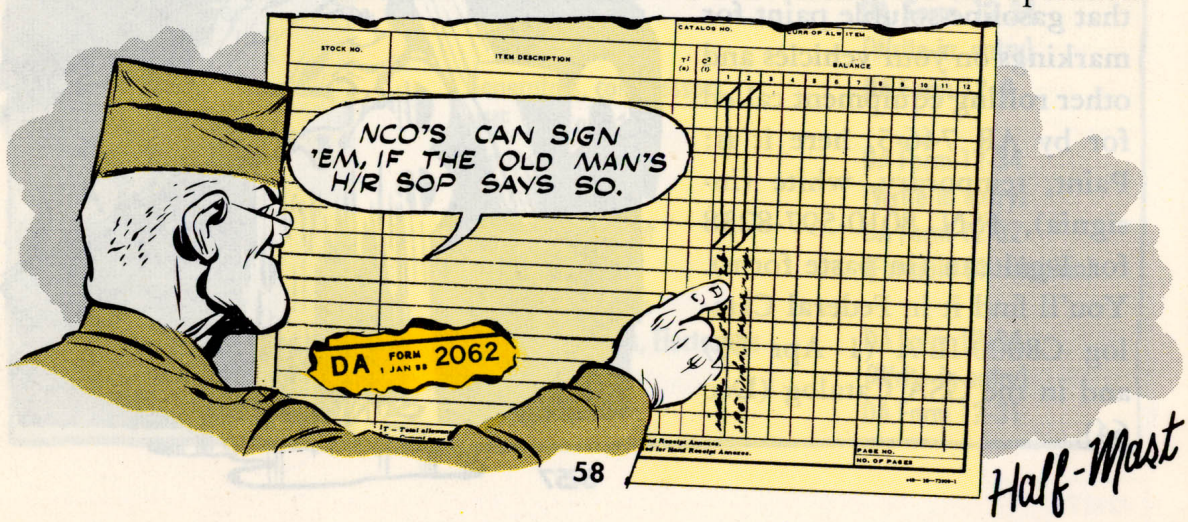
Dear Specialist C. L.,

The DA SOP on hand receipt issue is AR 735-35. See para 13a.

The AR says to the **extent practical** hand receipt issue will be made to the element that will **use** the property.

However, since a CO still has responsibility for the outfit's property, regardless of who has it on hand receipt, the AR lets him decide how to handle hand receipt issue.

Another reason the AR doesn't spell out who can or can't sign is that government property is used by all types (all ranks, grades and even civilians). The AR recognizes that the CO having command responsibility for the property book can best decide who's to sign. So through his property book officer he sets up whatever H/R SOP offers the best control and convenience for his operation.



Half-Mast

REGISTER DATING

DOCUMENT REGISTER FOR SUPPLY ACTIONS
(AR 735-35)

ORGANIZATION/ACTIVITY: Maint Section

ORGANIZATION SUPPLY CODE: A1231

DATES (Day, Month, Year) FROM ____ TO ____

PAGE NO.

DATE	DOCU- NO. 2	CON- NO. 3	REMARKS 4	TECHNICAL SERVICE	QUANTITY REQUESTED	RECEIVED TURNED IN	E-IN 8	DATE COMP TED 9	HAND RECEIPT FILE NO. 10

D/5046

PLEASE TURN THIS PAGE SIDEWAYS TO READ THESE.

Dear Half-Mast,

On DA Form 2064, "Document Register for Supply Action," which date goes in the "To" block? Is it the last date in column 1 or the last date in column 9? See AR 711-17, para 8b(3) and AR 735-35, 12c(3).

SFC S. C.

Dear Sergeant S. C.,

The "To" block takes the last date in column 1. That is, the date of the last supply action you initiated on that page.

The **from** and **to** date info can help you track down the scoop on any supply transaction (or document number) initiated during the period shown in the blocks. And, of course, the date info is helpful when you're tossing out files (AR 345-215).

Half-Mast

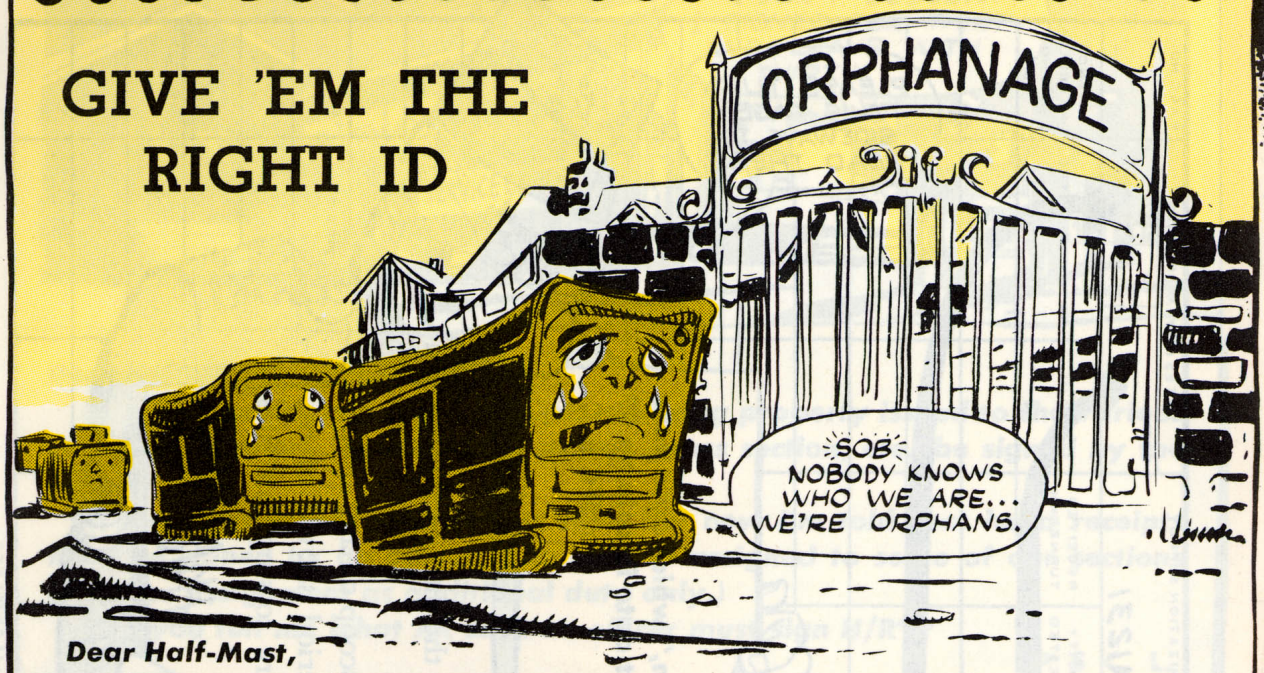
D/5064

DA FORM 1 MAR 62 2064

REPLACES DA FORM 2064, 1 JAN 58, WHICH IS OBSOLETE.

☆ U.S. GOVERNMENT PRINTING OFFICE : 1962 O - 631807

GIVE 'EM THE RIGHT ID



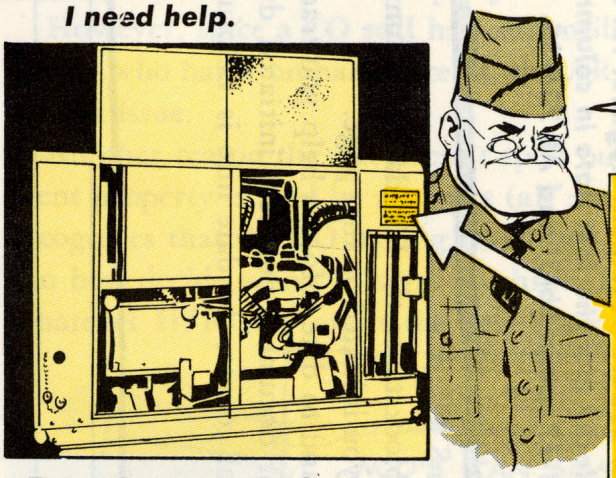
Dear Half-Mast,

I have a dozen 5-kw generators with a lot of errors on the ID plates. In some cases, you can't even read the plates because some brush-happy character painted over them, then tried to scratch it off.

I don't want to get gigged, but I can't find any info in the parts manuals on how to get new plates.

I need help.

Sgt J. O. S.



NOM.	A. C. GENERATOR 5 KW				
MAKE	MASTER ELECTRIC CO.				
MOD.	307950				
SER.	1234		NO. OF WIRES	2-4-3	
VOLTS.	120/208-120,240		AMPS	30-52-26-17.5	
KW	5	KVA 6.25	P.F %	80	
CYCLES	60		RPM	3600	
MED.	10-58	PH	1-3		
TM	5-6115-229-10				

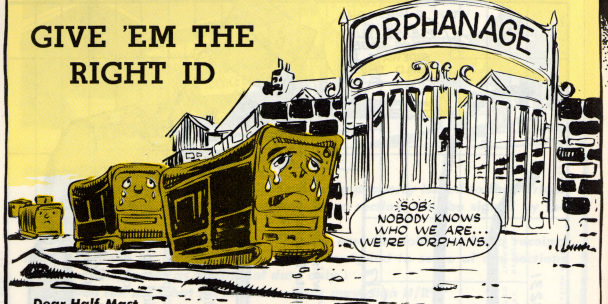
Dear Sergeant J. O. S.,

No sweat, Sarge. Installing and correcting ID plates is the responsibility of your support unit.

Get the word to them on a DA Form 2407, Maintenance Request. If the changes are minor, your support people will make minor corrections on the tags with a letter and figure punch set. If you need new tags, they'll make 'em and install 'em.

Half-Mast

GIVE 'EM THE RIGHT ID



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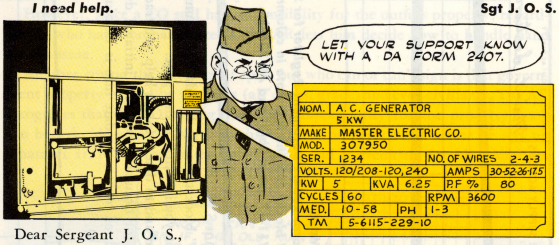

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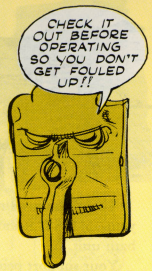
Half-Mast

THE RIGHT POSITION

The right position can be mighty important at times. Like when you're turning the fuel selector valve handle on the 3-kw, 400-cycle Continental Motors generator set.

Seems that a batch of these handles have been installed so that their position doesn't jibe with the info on the legend plate. When the pointer of the handle shows "AUX TANK" or "SET TANK," the valve is in the "OFF" position.

No sweat to correct the position. Just remove the valve handle and replace it so the pointer is set 180 degrees opposite the original position.



SAVE YOUR PEEPERS

Bright sunlight may be the answer when you're trying to get yourself a good tan.

But, it's murder when you're straining to see whether the synchronizing lamps on your Jeta WD301815-WA 30-kw generator are dim or slightly glowing.

Nacherly, you can't switch off the sun, so do the next best thing—take off the milk white lens covering the lamps.

No eyestrain now, even if you're not 20/20.

Once you take 'em off, be sure to keep 'em in a safe, handy place. You'll want to put 'em back when you're not operating in direct sunlight.

THE PLATES ARE RIGHT

Hear tell that the wiring diagrams on the set-mounted plates of the Kurz and Root 10-kw FERO-1 generator and the wiring diagrams in the TM's for the set don't jibe.

So, until there's a change to TM 5-6115-296-12 and TM 5-6115-296-35, you follow the plates on the generator—wiring diagrams, schematics, operating instructions and connection, and change-over instructions.

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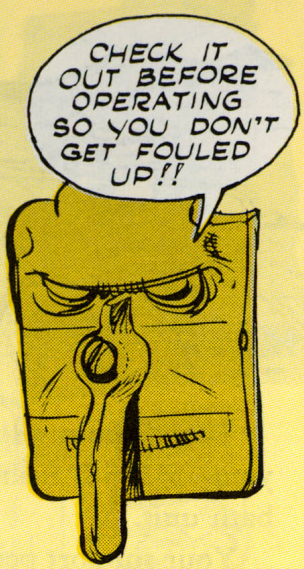

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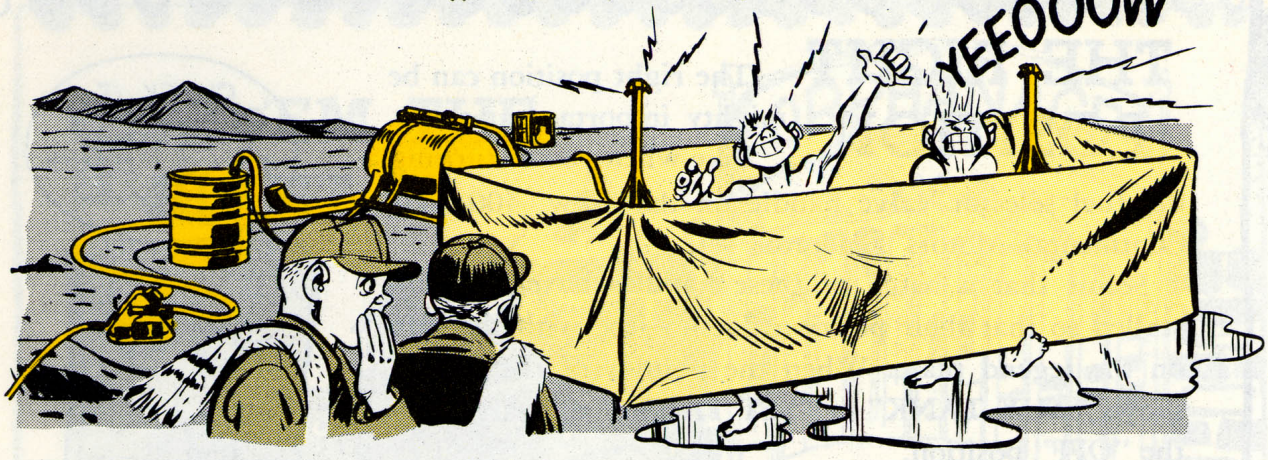
A SHOCKING STORY

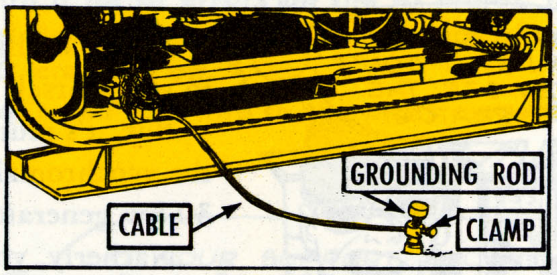


There's no need to get a shock from your M1958 8-showerhead portable bath unit.

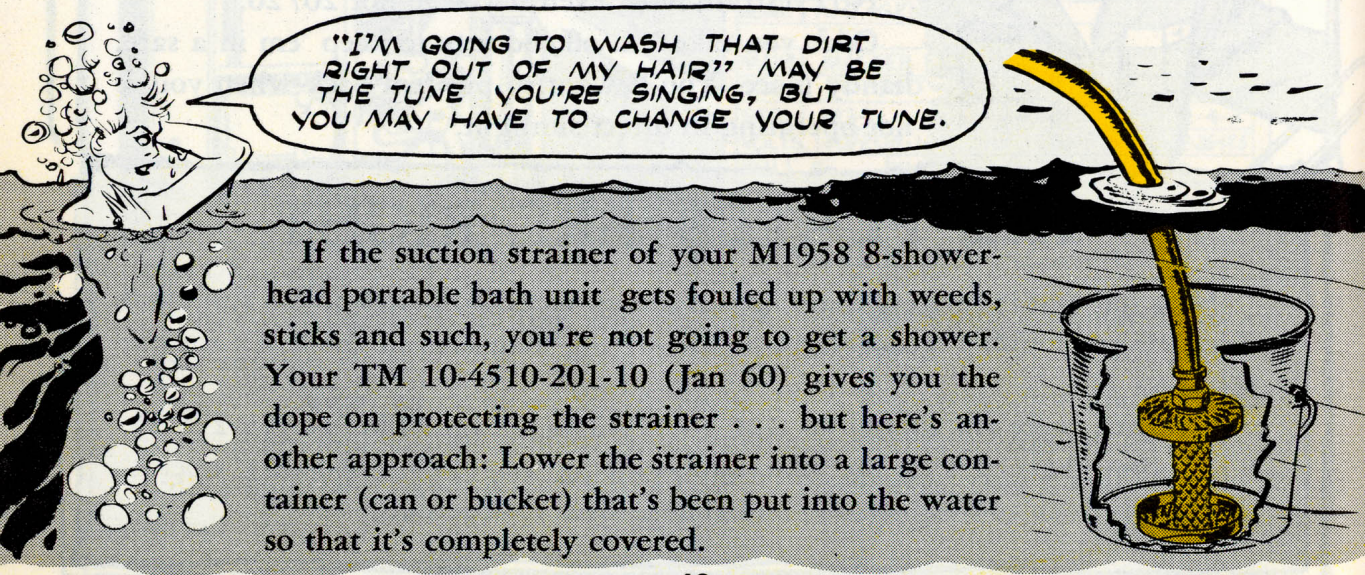
Your support people can remove the sting with MWO 10-4510-201-30/2 (23 Sep 64). It tells them how to install an electrical grounding system through a grounding wire in the power cord assembly.

So, fill out a DA Form 2407, and send it to your support so they can schedule the modification in their work load.

Meanwhile, see if your generator has a ground rod. If it doesn't you should order: Ground Rod, FSN 5975-642-8937; Clamp, FSN 5975-243-5861; and Wire, FSN 6145-189-6695. This dope is also in the MWO.



NO STRAIN ON THE STRAINER



If the suction strainer of your M1958 8-showerhead portable bath unit gets fouled up with weeds, sticks and such, you're not going to get a shower. Your TM 10-4510-201-10 (Jan 60) gives you the dope on protecting the strainer . . . but here's another approach: Lower the strainer into a large container (can or bucket) that's been put into the water so that it's completely covered.

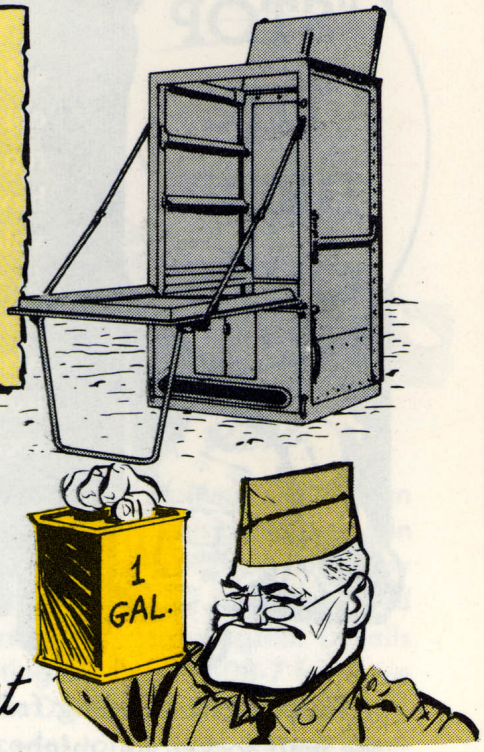
M1937 FIELD RANGE

Dear Half-Mast,

We have some M1937 field range outfits. Due to the high humidity in this area, we have a real problem trying to keep these ranges free of rust when in temporary storage.

Our TM 10-701 (Jul 57), tells us to coat all unfinished surfaces with rust preventive compound, but it doesn't give the FSN or nomenclature. Can you give us these?

SFC L. E. McP.



Dear Sergeant L. E. McP.,

For temporary storage, use preservative corrosion preventive petrolatum, Spec MIL-C-10382, FSN 8030-251-5048. This is a non-toxic preservative. It's a GSA-6 item, and that FSN should get you a gallon. It costs around $1.44 per gallon. You apply the preservative by spraying—or you can brush it on.

Half-Mast

DUNKING AND SWITCHING'S OUT

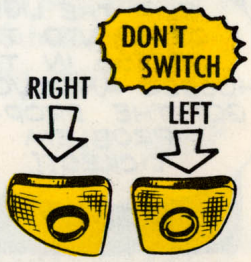
Dunking in hot soapy water may be all right for cleaning most canvas and webbing equipment (like it says in FM 21-15), but it's out when it comes to the M15 field protective mask carrier. That's the carrier your M17 mask fits into.

Some of these are stiffened with fiberboard and can't stand the hot soapy water treatment.

Clean the carrier with a brush dipped in clear cool water.

Better make a note of this in paragraph 29 of TM 3-4240-202-15 (Nov 62), if you didn't get Change 3 (21 Oct 63) to the TM.

Changing the filter elements (FSN 4240-678-8474) in your M17 field protective mask may not be much of a job. But there's one thing you must keep in mind—that FSN gives you a pair (a left and a right). When you're putting them in the mask, make sure the left one goes in the left side, and the right one in the right side. OK?

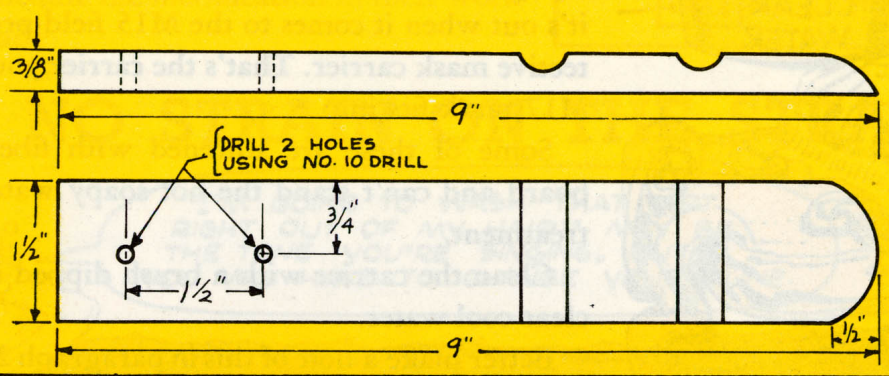


"STOP THE DROP-OUTS"

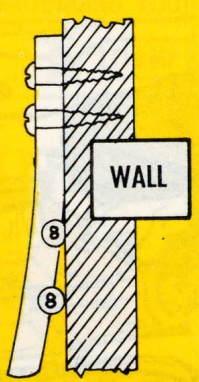
You ever been eyeing the underside of a piece of Uncle Sam's equipment when suddenly the extension light went dead? Sure you have! Your first reaction to this development might be, "Who the %$#& turned out the lights?" But a glance at the wall socket would probably show that the light plug was out of the wall socket . . . again!

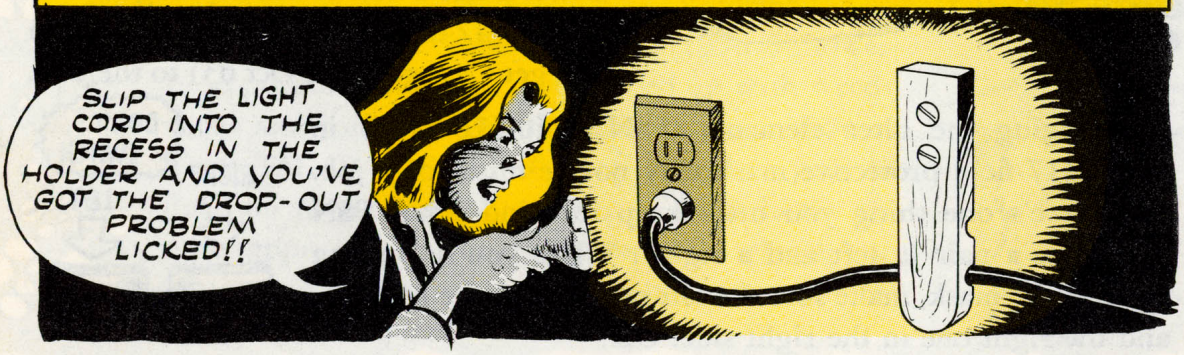
To prevent the plug from being yanked, kicked or otherwise removed from the wall socket you might try this fix.

From a piece of hard wood cut out a cord holder like so:

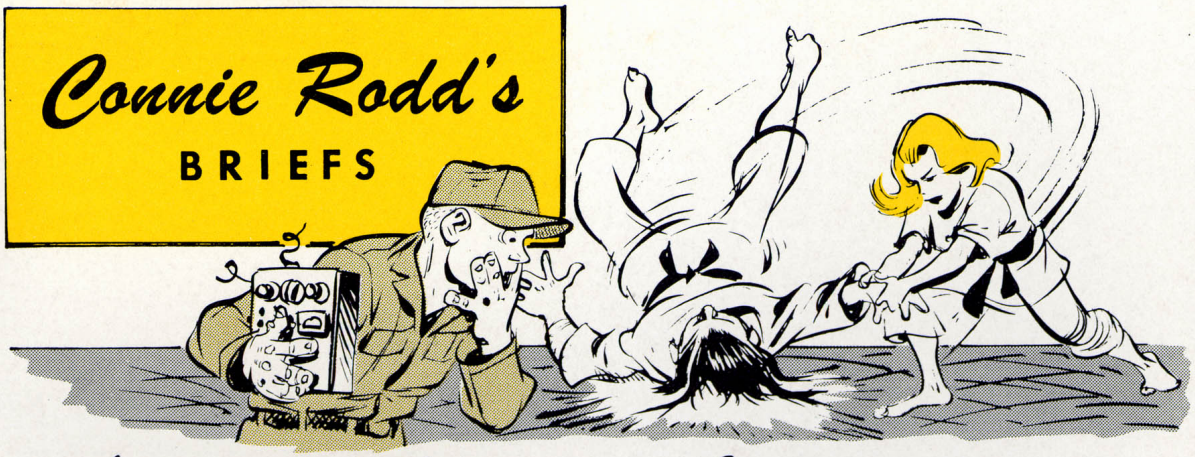


Next, latch on to two 1¼-in wood screws and mount the holder at least eight inches from the wall socket.





Connie Rodd's BRIEFS



Ammo supply form

The new DA Form 581 (May 1964) "Request for Issue and Turn-in" takes over ammo supply chores as of 1 May 1965.

The new multi-line item form is prepared in five copies, which work like this:

No. 1 — Voucher copy for accountable officer. No. 2 — FIA (Financial Inventory Accounting) when needed. No. 3 — Due-out copy for requesting unit. No. 4 — Suspense copy for requesting unit. No. 5 — Shipping copy returned with ammo order.

M14 and M14E2, too!

How is the M14E2 rifle different from your trusty old M14? It's all spelled out—with pictures and stock numbers and all—in the new TM 9-1005-223-12 (8 Feb 65). If your outfit has the M14, order plenty copies on DA Form 17 from the St. Louis Pubs Center.

New index

There's a new index, DA Pamphlet 310-6 (Mar 65), for Supply Catalogs and Supply Manuals. Get yours.

Inventory time

Your inventory of commercial design vehicles and military design vehicles in administrative use — called for by Change 1 to TM 38-750 but suspended by DA message — is on again. Details on completing DA Form 2408-7 for these items are in DA Cir 750-8 (14 Apr 65), including codes to be used. Report commercial design vehicles by **registration** number — military design vehicles in administrative use by **serial** number. The circular lists specific vehicles covered.

FSN switch

When you want to get or replace the 30-foot Gage and Hose Assembly used to inflate the tires on your 5-ton G744 and 10-ton G792-series trucks, order it under FSN 5210-777-2943. This is a new FSN for the latest TM 9-2320-211-10 and TM 9-2320-206-12.

Recording help

Got a training program on TM 38-750 equipment records procedures? The new Army Subject Schedule 38-1 (11 Sep 64) can help your plan.

Would You Stake Your Life right now on the Condition of Your Equipment?

THEY CALLED HIM SPEEDY
FOR SHORT...
BUT NOT FOR LONG!
THE M151
IS NEWER, BETTER,
DIFFERENT... IT RIDES
SMOOTHER AND IS A
LITTLE QUICKER... BUT
IT REQUIRES A SLIGHTLY
DIFFERENT DRIVING
TECHNIQUE. F'RINSTANCE:
1. KEEP A SHARP EYE
ON THE SPEEDOMETER—
SHE'S LIVELY!!
2. WHEN YOU'RE DRIVING
UNLOADED—DRIVE A BIT
SLOWER!!
3. SHARP TURNS, DARTING,
FANCY WEAVING IS MURDER.
4. WHEN ROAD TILTS, EASE
UP ON THE GAS TO KEEP CONTROL.
5. ON CURVES, KEEP
CONTROL BY STEERING OUT
OF THE TURN.
TAKE A CAREFUL LOOK AT
YOUR TM 9-2320-218-10
AND ALSO ITS CHANGE 1
(MARCH 1963).